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APRIL
1951
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The value of Willard quality has been proved again and again during the past 47 years. It gives the Willard Battery you buy 3 big economy extras . . . *extra* dependability . . . *extra* performance . . . *extra* long life. For low cost on every battery job . . . buy a Willard. They're sold and serviced throughout the United States and Canada.

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There's a Willard for Every Battery Job.

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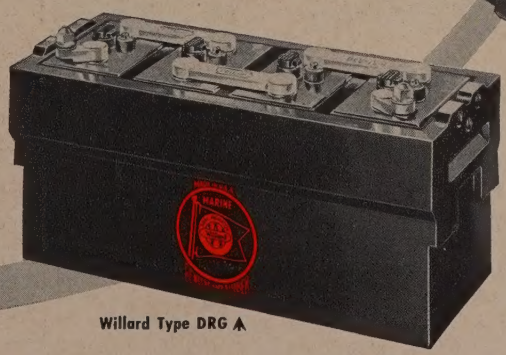

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WILLARD STORAGE BATTERY COMPAN
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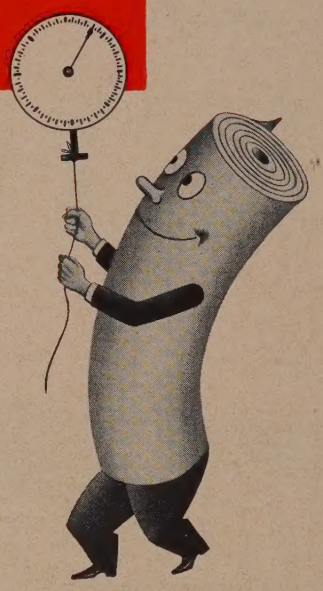
Makes the Big Difference in BOAT COVER Fabrics



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The greater uniformity of Woodberry Extra Duck —the straight, smooth, weather-tight seams made possible by its even selvedges—mean added protection, longer wear, lower repair and replacement costs.

Choose Woodberry Seine Twine for long wearing fishing nets and for net repairs you can depend on. Another Mt.Vernon-Woodberry product.

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LAST MINUTE NEWS SUMMARY

D.F.A. Picks Pacific Coast Advisors from Industry

Industry Advisory Committees to the Defense Fisheries Administration for the California Canned Fish Industry and the Canned Salmon Industry were announced the middle of March as follows:

California Fish Canning—Phelps Hollywood, Carmel Canning Co.; Albert Vignolo, Jr., West Coast Packing Co.; Leland S. Irish, Coast Fisheries; W. Wade Ambrose, Westgate-Sun Harbor Co.; Barney Kitchens, Custom House Packing Corporation; Donald T. Saxby, California Packing Corporation; Gilbert Van Camp, Van Camp Sea Food Co.; D. P. Loker, High Seas Tuna Packing Co.; A. H. Mendonca, F. E. Booth Co.; S. A. Ferrante, Oxnard Canners, Inc.; M. D. Marsh, South Pacific Canning Co.

Canned Salmon Industry—C. F. Johnson, Port Ashton Packing Corporation; Vance F. Sutter, Fidalgo Island Packing Co.; Howard L. Scott, Pacific American Fisheries, Inc.; T. F. Sandoz, Columbia River Packers Association; C. L. Rogers, Point Adams Packing Co.; John N. Plancich, Fishermen's Packing Corporation; John C. Jackson, John C. Jackson, Inc.; Charles D. Alhadeff, Whiz Fish Products Co.; Frank Wright, Pyramid Fisheries Co.; Oscar Bergseth, New England Fish Co.; H. A. Fleager, Alaska Pacific Salmon Co.; Guy V. Graham, Libby, McNeill & Libby; H. B. Friele, Nakat Packing Corporation; E. O. Paup, P. E. Harris Co., Inc.

10 Per Cent Tolerance In Fish Price Rise Hinted

"Exploratory" consultation with salmon fishermen and cannery operators, held in Seattle in March, led to the conclusion that the Office of Price Stabilization policies call for treating the price of fish for canning on the same basis as cannery wages; and that increases of around 10% over 1950 prices will be the limit allowed by the O.P.S. orders in advance of the salmon season.

Alger Pike, chief of the Fish Section of the O.P.S., conducted the "exploratory" hearings at which these policies were indicated.

D.F.A. Names Baukol North Calif. Area Representative

Alvin A. Baukol, well known in the Pacific Coast canned fish industry, has been appointed area representative for the Defense Fisheries Administration.

Mr. Baukol's territory will be from Eureka to Monterey. He will have offices at 630 Sansome St., San Francisco.

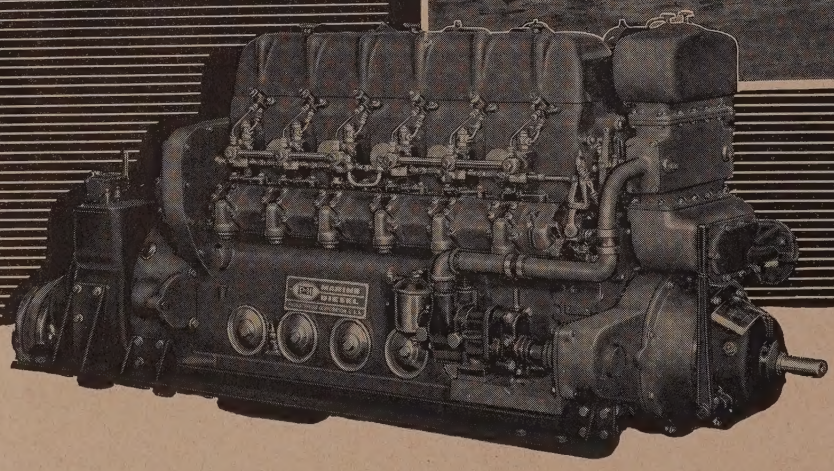
Mr. Baukol was sales manager for the Monterey Canning Co. for 10 years, and then joined the San Carlos Canning Co., where he was sales manager for another 10 years, before accepting his new appointment.

Dr. R. W. Clough Heads Fisheries Technologists

Dr. Ray Clough, Northwest Branch, National Canners Association, was elected president of the Pacific Fisheries Technologists Association at its annual meeting in Vancouver, B.C., March 17. Lawrence Newsom of the Continental Can Co. was chosen secretary-treasurer.

P&H MARINE DIESELS

2-Cycle



DEPENDABLE

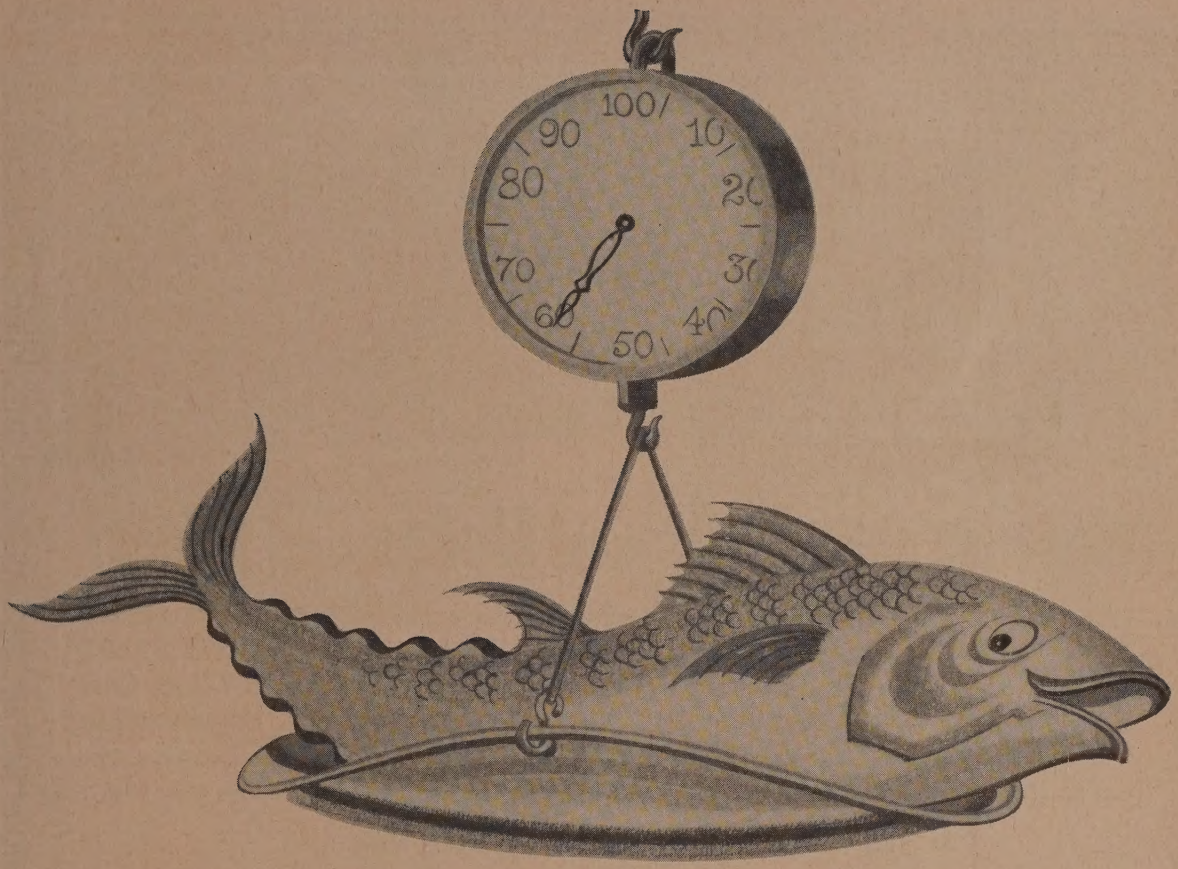
For all kinds of sea and weather — for the long haul — or the short, fast one — here's the *dependable power* you want first of all. It's yours for years to come when you own a P&H.

P&H Diesels have 20% fewer parts than other marine diesels. They're easier to understand . . . simpler to service. The P&H cylinder head and liner assembly can be replaced in only 40 minutes — without even dropping the oil pan.

All major castings are of lightweight, corrosion-resistant alloys.

Built in 2, 3, 4, and 6-cylinder models up to 145 h.p. Write for literature. P&H Diesel Division, Harnischfeger Corporation, Port Washington, Wisconsin.

P&H DIESEL DIVISION
HARNISCHFEGER CORPORATION
PORT WASHINGTON P&H WISCONSIN, U. S. A.

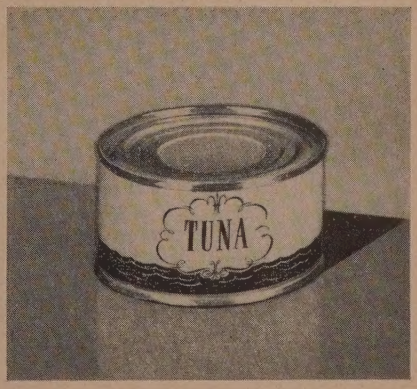


FOR SERVICE ON A BIG SCALE

✓ Check with Continental

Continental cans for tuna are made in the west. And they're made right—always clean, bright and tight. Whether you use semi-formed or ready-formed cans, you'll find our cans tops.

That goes for Continental service, too. Our experts know the tuna packer's problems from A to Z. This year they'll travel more than a million miles by train, plane and car to bring our customers the benefit of their experience.



You can't beat Continental as a dependable source of supply!

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LOS ANGELES 17, CALIF.

RUSS BUILDING
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SEATTLE 1, WASH.

PURSE SEINING — PACIFIC COAST

HAUL SEINING — ATLANTIC COAST

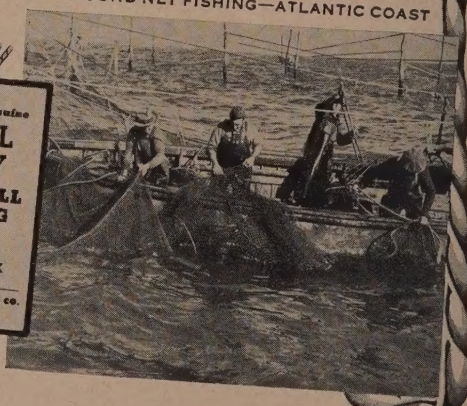
Netting that *Pulls* and *Holds* and *Pays!*

For over a century, men who have fished oceans, lakes and rivers have come to know SEA KING Cotton Seine and GENUINE STEEL GREY Linen Gill Netting as old and trusted "hands". Now, NYLON Gill Netting joins the "crew" — all "shipmates", ready and dependable when the going is hard and the hauls heavy. For netting that pulls 'em up to the last fish, that pays off best *in profit loads and longer life*, ask for...

- SEA KING Seine and Trawl Netting
- GENUINE STEEL GREY Linen Gill Netting
- SEA ISLAND Cotton Gill Netting
- NYLON GILL NETTING (Made of Nylock)

GILL NET FISHING — GREAT LAKES

POUND NET FISHING — ATLANTIC COAST



Cotton Netting made from the famous Bibb's "Porterdale" Seine Twine

The FISH NET & TWINE COMPANY

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Island Marine Supply Co.
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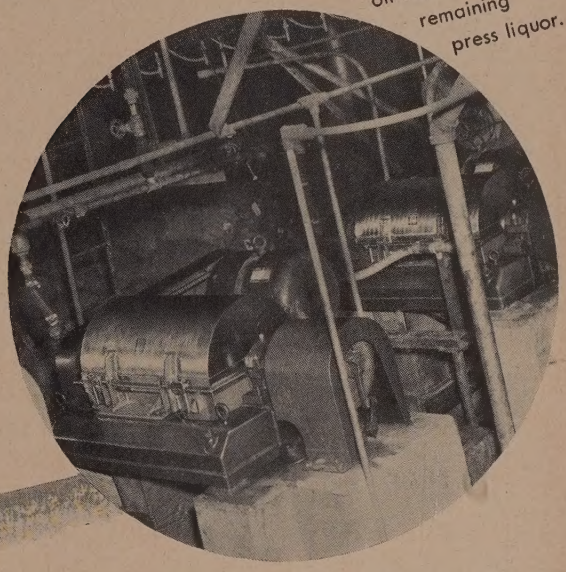
"Serving the Fishermen's Needs for Over 100 Years"

more $$'s from your pre$$ liquor

with the unbeatable combination of Sharples Continuous Centrifuges

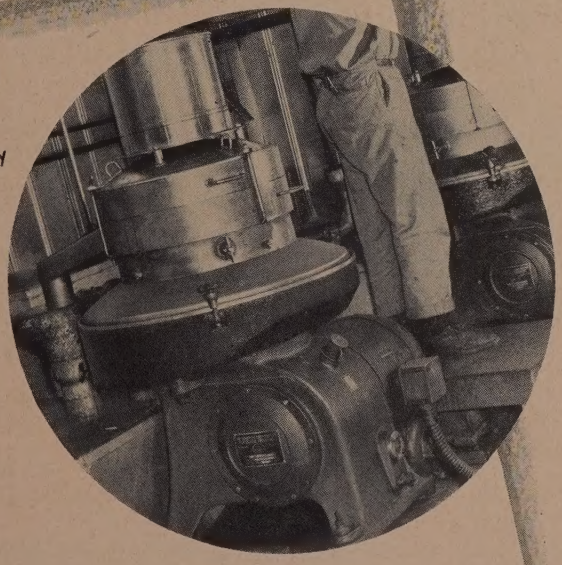
THE SHARPLES SUPER-D-CANTER

Maximum meal removal means more profits plus easier oil separation of remaining press liquor.



THE SHARPLES NOZLJECTOR

Maximum recovery of higher grade oil . . lighter colored and lower free fatty acid content . . more profits.



The team that is paying big dividends in fish and whale reduction plants the world over.

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USE THESE 5 IMPORTANT TOOLS—

to pry loose your share of the ½-billion-dollar fish market!

1. **Want to re-arrange** your plant for maximum efficiency? Canco experts are ready to offer you layout suggestions that will solve many problems before they even come up.

2. **Trying to make** your product more appealing to the public? Canco Home Economists and the testing kitchen staff have had years of experience in advising on recipes and understandable label directions.

3. **Worried about** technical problems in canning? Canco specialists are there with the information. They'll advise on types of cans, linings, and closures best suited to your product.

4. **Want faster turnover?** Choose a light, strong, attractive Canco container. Give it eye-appeal that attracts customers.

5. **Which can?** Whatever your need, wherever your need, Canco has the *right* package.

AMERICAN CAN CO.

CANCO

NEW YORK
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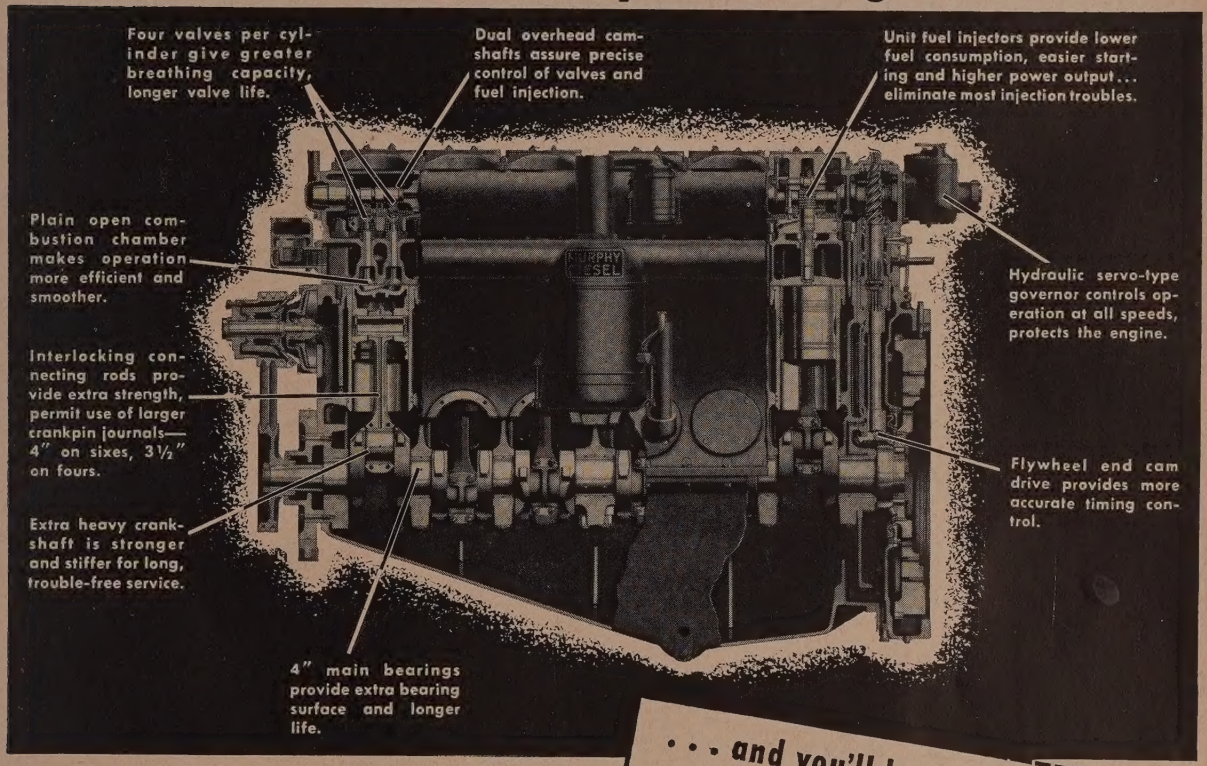
Compare MURPHY DIESEL design

with that of any other engine


Four valves per cylinder give greater breathing capacity, longer valve life.
Dual overhead camshafts assure precise control of valves and fuel injection.
Unit fuel injectors provide lower fuel consumption, easier starting and higher power output... eliminate most injection troubles.
Plain open combustion chamber makes operation more efficient and smoother.
Hydraulic servo-type governor controls operation at all speeds, protects the engine.
Interlocking connecting rods provide extra strength, permit use of larger crankpin journals— 4" on sixes, 3½" on fours.
Flywheel end cam drive provides more accurate timing control.
Extra heavy crankshaft is stronger and stiffer for long, trouble-free service.
4" main bearings provide extra bearing surface and longer life.

. . . and you'll know why it gives you

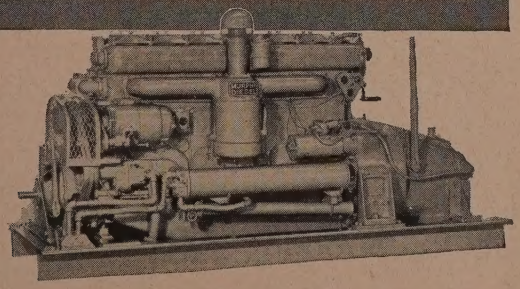
- **MORE POWER**
- **GREATER ECONOMY**
- **GREATER DEPENDABILITY**
- **LONGER LIFE**

MURPHY DIESEL

Heavy duty power

for fishing

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 205 H.P.; marine type generator sets from 60 to 133 K.W.



ONLY with Murphy Diesel do you get all the advanced design features described above . . . and only with Murphy Diesel do you get all extra power, economy, dependability and engine life that this design assures. Proved in thousands of hours of the toughest kind of service, this design has resulted from skilled engineering and long practical experience.

A more detailed discussion of these features and others is given in the booklet, *"10 Questions to Ask a Diesel Engine Salesman."* You can get a copy from your Murphy Diesel Dealer or we'll be happy to send you one.

MURPHY DIESEL COMPANY

5301 W. Burnham St. Milwaukee 14, Wis.

Sales, parts and service in principal centers

ELIMINATE FISH SPOILAGE

SENSATIONAL SCIENTIFIC DISCOVERY

FRAN-KEM

THE NEW FOOD PRESERVATIVE

Fishermen, here is a scientific food preservative which should put money in YOUR pocket! Yes, you can actually increase your profit because FRAN-KEM, the most exciting food preservative discovery of the century actually inhibits bacterial seafood spoilage by preventing the surface bacteria growth which is one of the principal causes of food spoilage.

FRAN-KEM is easy to use—no special equipment is necessary to utilize the extra, added protection offered by FRAN-KEM. FRAN-KEM can be added to the water that is used to make ice. This built-in protection is positive whether the ice is used in blocks, crushed or shaved. Regardless of how the ice is used, the protective qualities of FRAN-KEM REMAIN. FRAN-KEM can also be used in glazing seafoods. Simply mix this efficient food preservative with the water which is to be used for glazing, apply and store in normal fashion.

FRAN-KEM Prevents The Growth of Bacteria and Molds That Cause Seafoods to Spoil!

A Legal Product for State and Interstate Shipment

DON'T WAIT! Write today to the distributor in your district for our Booklet—Read how you can increase your profits, expand your seafood markets and earn more money with this NEW, AMAZINGLY SIMPLE METHOD for eliminating FISH SPOILAGE.

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RAndolph 6-1542

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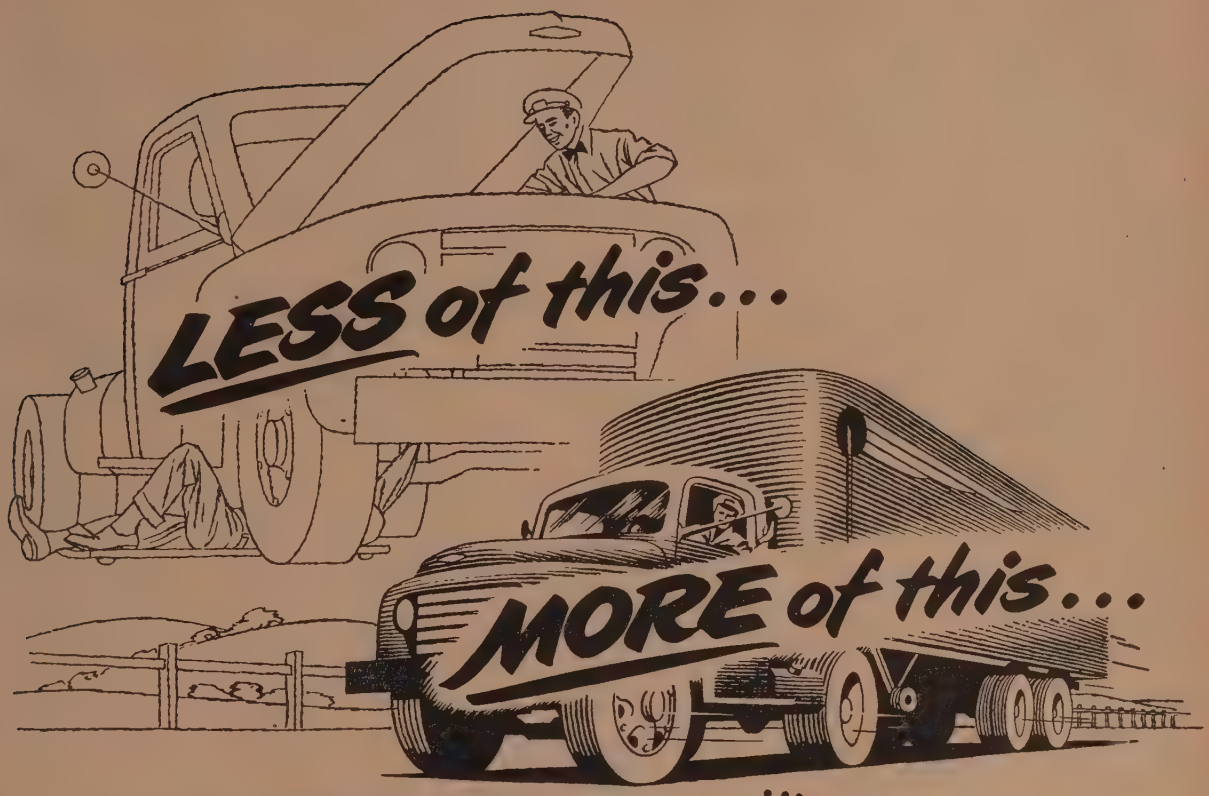


Because TYDOL HD
KEEPS ENGINES CLEANER!

Your equipment *lasts* longer... requires *less* maintenance, with Heavy Duty Tydols on the job. For no other oil keeps engines so clean... so free from wear. Rich in active cleansing ingredients, these remarkable HD oils get rid of carbon, varnish, sludge in *older* engines; keep harmful deposits from forming in *new* equipment. Try them. See for yourself how performance picks up... how repair costs drop when you switch to Heavy Duty Tydols. They *clean* as they *protect* as they *lubricate!*

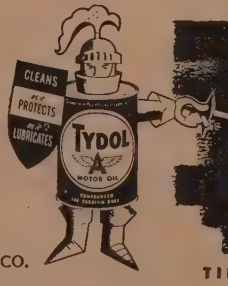
CHECK THESE SEVEN TYDOL ADVANTAGES!

- Keeps rings from sticking
- Keeps oil ducts from clogging
- Keeps valve stems free-acting
- Keeps filter elements clean longer
- Prevents corrosion
- Reduces engine wear
- Minimizes oil consumption

3 GREAT HEAVY DUTY OILS

TYDOL HD—High detergency
TYDOL HD S-1—Higher detergency
TYDOL HD S-2—Highest detergency

Your Associated Representative will help you choose the Tydol best suited to your needs.



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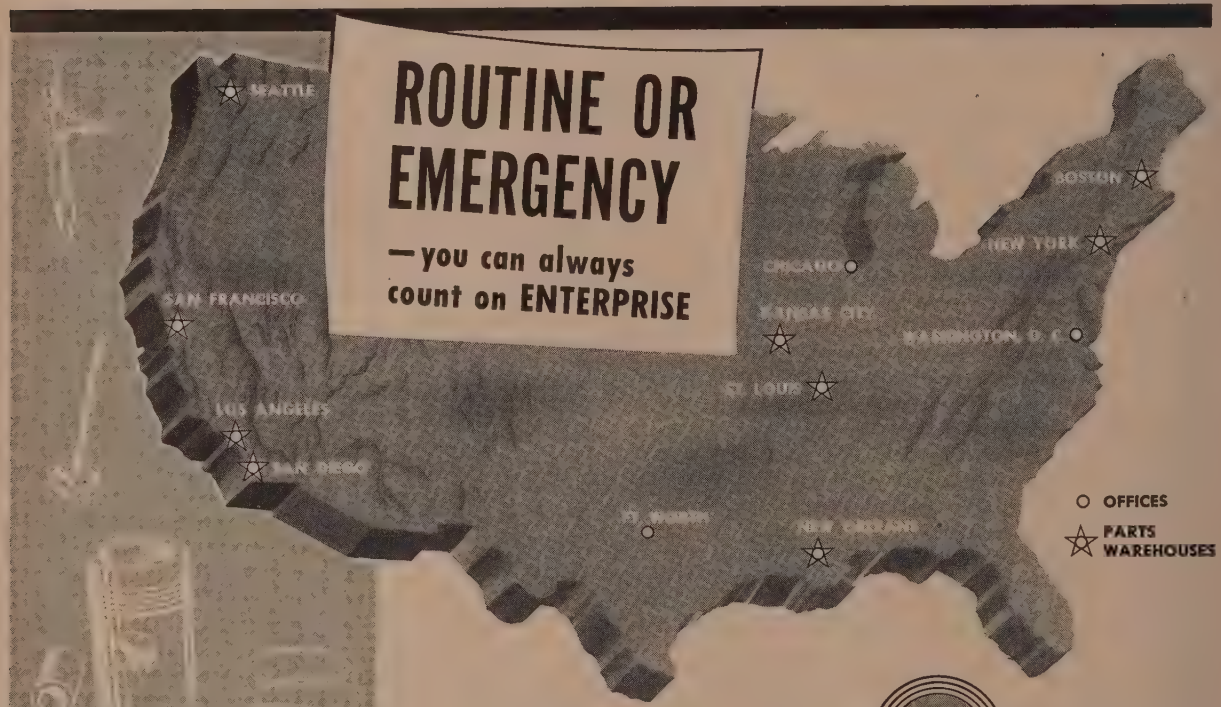
TYDOL HD
Compounded Motor Oil

TIDE WATER ASSOCIATED OIL COMPANY

DIESEL SERVICE



The ENTERPRISE symbol stands for *SERVICE* . . . when you need it . . . where you need it

12 Enterprise service offices, 9 parts warehouses, well stocked with replacement parts, stand ready at an instant's notice to bring prompt and efficient service to Enterprise customers *where and when they need it.*

These facilities are strategically located for quick handling of all routine maintenance and engine overhaul work. And where an unusual emergency requires quick delivery of parts not normally stocked in local warehouses, you can rely on Enterprise's promise of immediate factory shipment. Competent Enterprise Service Engineers are constantly available for supervision of any engine service, routine or otherwise. Their thorough knowledge and experience invariably avoids unnecessary delays and expense, puts engines back to work quickly.

When you specify Enterprise, you can always count on this prompt, expert Enterprise service—where and when *you* need it.

ENTERPRISE ENGINE & MACHINERY CO.
A Subsidiary of General Metals Corporation
18th & Florida Streets, San Francisco 10, California
Offices in Principal Cities

Enterprise Diesels

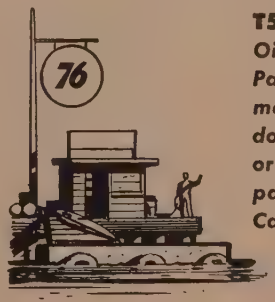
More than 'Fisherman's Luck' can

SAM CRIVELLO, skipper in the San Diego tuna fleet, once brought back a capacity load of tuna in only *eight days!* He had a good crew and a rugged vessel, but it was more than fisherman's luck. For Skipper Crivello knows the importance of smooth engine operation, and this means the effective kind of lubrication provided by UNION OIL'S T5X—*the famous purple motor oil.*

For years Skipper Crivello has used T5X exclusively to supply the lubricating system of his tuna clipper SUN EUROPA, a 150-ft. boat with a capacity for 375 tons of frozen tuna in her holds. The SUN EUROPA is powered with a 1200-h.p. super-charged Enterprise main engine. Crivello recently checked this engine and reported "an absolute minimum of wear, with no stuck rings, and bearings were found to be as good as new."

The SUN EUROPA also packs two 300-h.p. Enterprise engines driving a pair of 225-kw generators. Says Sam Crivello: "These two auxiliary engines have never been overhauled as yet, due to lack of blow-by or any evidence that they are not in excellent condition. These facts are certainly proof that Union Oil Company has a superior product in T5X motor oil."

T5X is a heavy-duty oil containing an exclusive combination of additives that give the greatest possible resistance to oxidation, corrosion and acid action. Its detergent action keeps sludge formation at an absolute minimum. This means increased engine efficiency for your vessel—less wear, lower maintenance and repair costs. Prove this for yourself by giving T5X a trial under severe operating conditions.

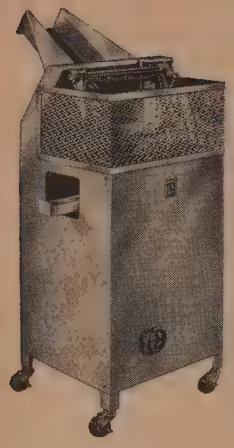


T5X is available at Union Oil docks from Alaska to Panama. For full information see the Union Oil dockman in your harbor or write Union Oil Company, Los Angeles 17, California.

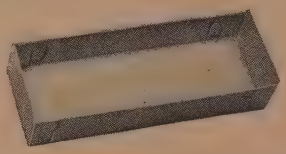
Union Oil marine products also available in most principal harbors along the West Coast of Central and South America and in the Far East.

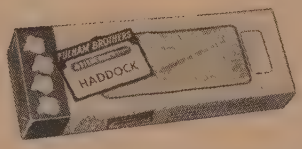
76 UNION OIL COMPANY OF CALIFORNIA

For LOWEST Packaging Cost

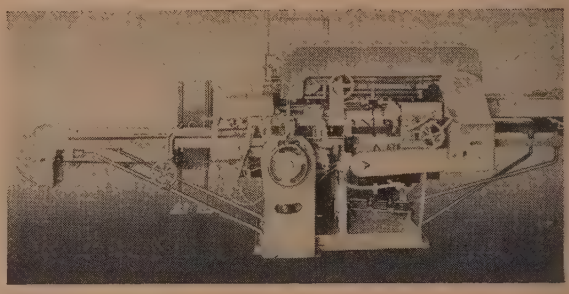


Make your CARTONS on the TRAY-LOCK Machine





....wrap them on the Model FF



Using inexpensive die-cut blanks that require no pre-gluing, the TRAY-LOCK machine forms sturdy cartons at speeds up to 90 per minute. Magazine holds about 400 blanks, and machine requires no operator. Quickly adjustable for a wide size range. Cartons are delivered right-side up, ready for filling. Model A machine makes open-top trays; Model B, both open-top trays and hinge-cover cartons.

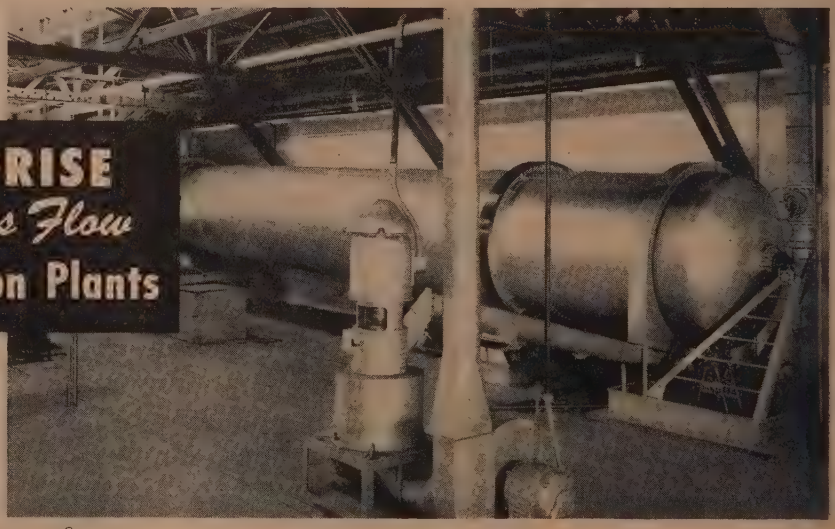
The Model FF wrapping machine has a speed of over 100 cartons per minute, and can be adapted to virtually any type of wrapping material. Handles a wide size range. Requires only one operator.

Write for literature on the Tray-Lock and Model FF.

FRED TODT COMPANY, Pacific Coast Representative
2021 So. Hill St., Los Angeles 7 • 320 Market St., San Francisco 11 • 105 Orcas St., Seattle 8

PACKAGE MACHINERY COMPANY
SPRINGFIELD, MASSACHUSETTS

ENTERPRISE
Continuous Flow
Fish Reduction Plants



Key to Profitable Processing Operations

Planning to build, expand or remodel your plant? Call on qualified Enterprise Process Machinery Engineers for any help or assistance. Write for full information, or call your nearest Enterprise office.

VERTICAL MILLS
Mix, macerate, fluff, pulverize

SCREW PRESSES
Variable pitch, adjustable discharge cone

SCREW COOKERS
Steam jacketed, or direct steam

ROTARY DRYERS
Steam tube, or direct heat

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THE NETTING WITH LASTING SATISFACTION

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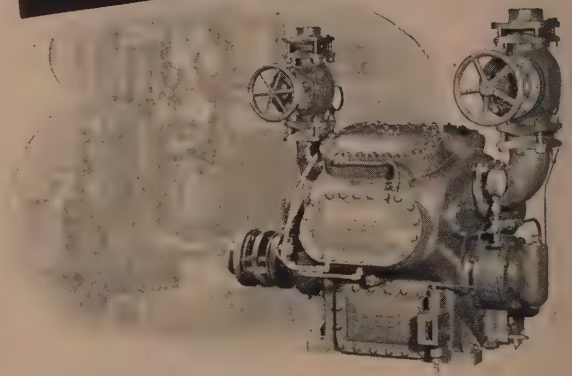

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There's many a fifty-year-old Vilter compressor still plugging away without a sign of giving up. Naturally, we're proud to be able to design and build compressors that stand up that way, and we're pleased that owners take care of their Vilter equipment so carefully. But perhaps we shouldn't have built those machines so well.

Many an owner of a long-since depreciated compressor would be far better off with a new unit. A look at the new units shows how much the design has changed. A new compressor will cost less to operate and maintain. It will be easier to service. It will produce far more capacity for floor space occupied. It's a better-designed unit, built to closer tolerances, of alloys undreamt of fifty years ago.

We at Vilter expect to go right on building refrigeration equipment that will run longer with less maintenance. But we expect to continue our research, to continue introducing improvements that bring better, more economical refrigeration. If your plant has outgrown its refrigeration equipment, call your Vilter representative right now.

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"Washington calling!"

We were expecting this call. In a sense it is the people of America on the other end of the telephone. For some time they have been calling upon our government to take whatever steps are necessary to equip our fighting men for any job they may have to do.

Korea has proved the fallacy of limited preparedness. You know now that the nation is girding for survival. The people of America have said—and rightly—that private industry should provide the Armed Forces with whatever is necessary.

Engines are being mobilized. "Caterpillar" products are wearing olive drab once more. Because of large military demands, your present engines may have to work longer than you had anticipated.

You can get many extra hours of engine service life if you:

1 Follow a sound program of operation and maintenance.

2 Consult your Operator's Instruction Book, using it as a constant guide in caring for your engines.

3 Secure the assistance of your "Caterpillar" dealer who now, more than ever before, is your working partner for the grim job that may lie ahead.

• • •

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REG. U. S. PAT. OFF.
Marine Engines

Beginning our 55th year supplying your NETTING REQUIREMENTS

Finest supplies and service through our

SEVEN AFFILIATED STORES

TRAWLS & TRAWL PARTS
of GOLD MEDAL cotton netting

Whether it's a 400 or 450 Mesh Around Eastern Trawl, parts for it—an intermediate, a bottom, or a wing—or a complete trawl overhaul, our modern net loft can do the job for you! We use Gold Medal cotton netting for our trawls, because we know that fabrication of the netting is fully controlled by the manufacturer from selection of cotton in the bale to finished product to insure uniform strength and resistance to wear.

•

GILL NETS
of BARBOUR'S BEST LINEN gill netting

We supply them, whether it's a single 300 fathom net, or hundreds of nets for a big Bristol Bay operation. Our modern net loft is equipped to selvedge gill nets, hang them complete, and ship them out ready for you and your fishermen to make profits. If you require netting only, we stock Barbour's Best, fine linen gill netting for quick delivery.

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Gold Medal & California Cotton Mills seine twine
Barbour's salmon twine
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Gill net floats, cedar or plastic

Complete supplies for canners, purse seiners, gill netters

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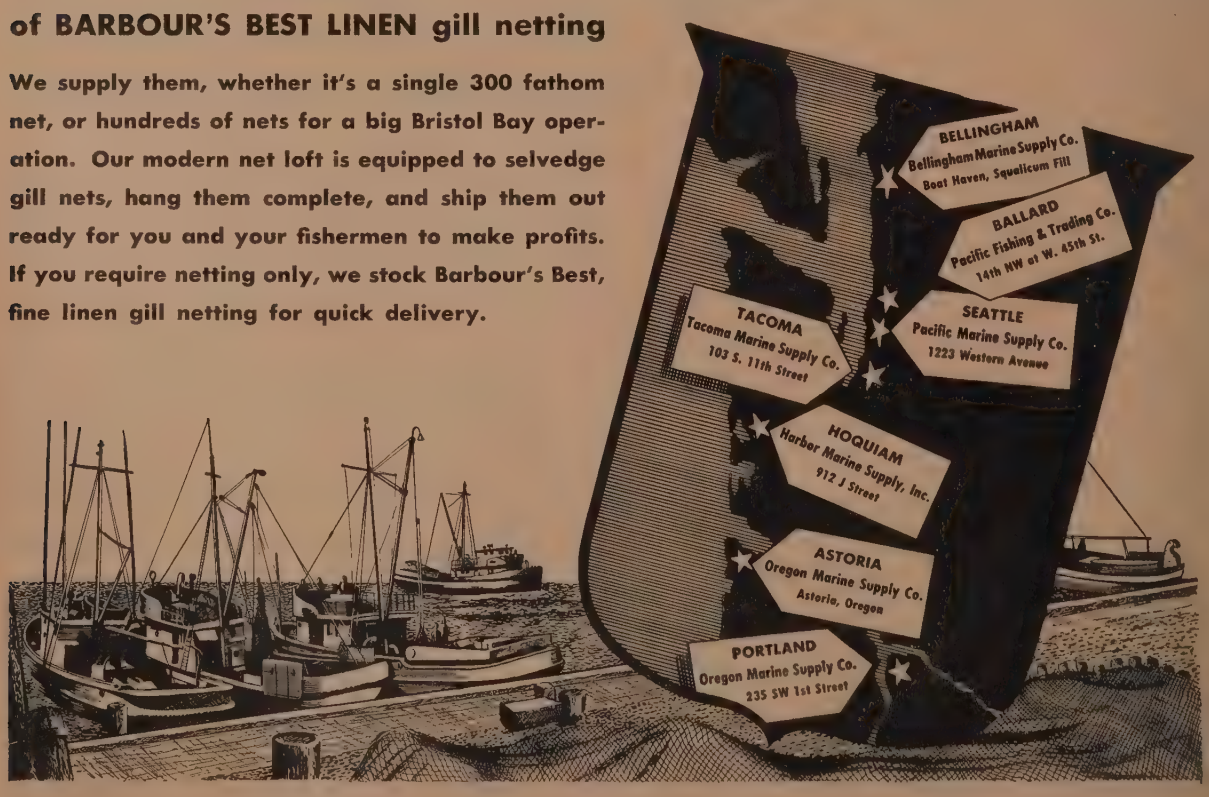
SPRING OVERHAUL *means a paint job. Your dollars buy the best in marine paints and finishes when you get Woolsey or Devoe & Raynolds — for many years the favorites of fishermen.*



PACIFIC FISHERMAN APRIL 1951

PACIFIC FISHERIES CONFERENCE

March 12, 1951

Mr. Dean B. Acheson,
Secretary of State,
Washington, D.C.

Dear Mr. Secretary:

PACIFIC FISHERIES CONFERENCE has carefully considered the recent exchange of letters concerning fisheries between Prime Minister Yoshida and Ambassador Dulles.

We wish to express our appreciation for the recognition of the importance of the subject by your Department, and also to congratulate both your department and Mr. Dulles for his success in establishing such a cordial and cooperative relationship in this matter with the Japanese Government. The acceptance by the Prime Minister of the principles for which this Conference has stood, both from a Japanese as well as an American viewpoint, should go far toward securing an agreement between the two countries which will avoid friction in fishery matters and promote the spirit of good will between them which is so earnestly desired by the responsible leaders of both nations.

Nevertheless, we wish to point out that the fishing industry, not only of the Pacific Coast but of the entire United States, can regard this correspondence, however commendable, as only a first step. The industry is firm in its conviction that neither the best interests of our own country nor the cause of permanent peace in the Pacific will be served until the proposals made by this Conference, and now accepted in principle by the Japanese Government, are embodied in a fisheries treaty between Japan and the United States.

The fisheries industry recognizes that matters of high national interest may be involved in the early conclusion of a peace treaty with Japan, and has no desire to delay such conclusion. However, such progress has now been made, not only in the negotiations by Mr. Dulles but also by previous investigations, that we urge your Department to proceed at once, in consultation with the fishing industry, to agree upon the specific terms of a fisheries treaty which can be submitted to Japan at the earliest opportunity which, in the opinion of the United States Government, will not interfere with the conclusion of a General Peace Treaty with Japan.

The voluntary agreement of the Prime Minister to maintain the status quo with reference to Japanese fishermen refraining from entering developed American fisheries pending negotiation of a fishing treaty, is a commendable indication of cooperation upon the part of the Japanese Government.

In conclusion, may we again express our appreciation for the initiation of steps toward avoiding the danger of fishery disputes across the Pacific before incidents occur which could well destroy the present friendly relationship between Japan and ourselves, and again make most emphatic the necessity for consummating a definitive fisheries treaty at the earliest moment consistent with national interest.

This letter has been approved by the officers and

executive committee of the PACIFIC FISHERIES CONFERENCE, consisting of Miller Freeman, chairman; Edward W. Allen, vice chairman; Montgomery Phister, secretary; Milton E. Brooding, chairman of executive committee; Donald P. Loker, Thomas F. Sandoz, Harold F. Cary, Harold E. Lokken, and James Waugh, members of executive committee.

Miller Freeman,
Chairman

FISHING CUT-BACKS ORDERED

To Reduce Wasteful Excesses in 3 Alaska Areas

Fishing gear curtailment and processing concentration will be ordered in three districts of Alaska in 1951 to save manpower, materials and transportation, Defense Fisheries Administration has decided.

This was announced at a series of hearings at Seattle the middle of March by Maurice Rattray, D.F.A. deputy administrator.

D.F.A. plans to issue a blanket order bringing the entire Alaska fishing industry under control to "provide for the maximum production . . . with minimum use of facilities, strategic material, and manpower."

This order will provide that no person may fish or process fish in Alaska without a permit, if required by special and specific order.

However, Mr. Rattray announced that the *terms of the order would be applied this year only in three districts: Bristol Bay, Alaska Peninsula, north and south sides; and Cook Inlet.*

Object to Prevent Wasteful Competition

Mr. Rattray did not hesitate to say that the aim of D.F.A. was to rationalize operation in three points where wasteful operations were threatened this year. He emphasized that D.F.A. had no direct concern with conservation, and was not infringing upon the authority of the Fish and Wildlife Service in this respect. It was moving under the authority of the Defense Act of 1951 to prevent waste and to encourage optimum production of food.

Cooperating with Mr. Rattray in the hearings were Seton Thompson, chief of the Alaska Branch of the F.A.W.S.; John Chaney, F.A.W.S. counsel; and Fred Morton, area representative of the D.F.A., through whose Seattle office required Alaska fishery permits will be issued.

Hold Bristol Bay Gear To Last Year's Level

D.F.A. is taking note of the threatened increase in Bristol Bay fishing and processing intensity this year as result of opening the Bay to power boats; and of the great increase in area open to setnets. Mr. Rattray said such increase would not be tolerated, and that it was the intent of D.F.A. to limit:

1. The number of operating plants;
2. The number of fathoms of net; to the same quantities as in 1950. He proposed also to allocate certain units of gear to each plant given a permit.

Mr. Rattray said that it was the intent of D.F.A. to consult with the industry and seek its advice as to how its program could be made effective with the least confusion. To that end he asked a committee composed of representatives of the canneries, the floating freezers and the fishermen's union to consider the problem and submit recommendations to him.

Floaters and Setnets Complicate Concentration

Obviously, the D.F.A. control proposal threw into turmoil the plans of several freezership operators, those of power gillnet fishermen, and setnetters also.

There was sharp division of opinion as to who would be entitled to how much gear; and also as to whether the 1950 percentage division between setnets and drift gillnets should prevail this year, in view of the great increase in number of setnet locations available under the new regulations.

Control proposal for the Alaska peninsula seemed somewhat simpler than that for Bristol Bay, although it also reflected in some degree the effect of opening the Bay to powerboat fishing.

In controls for the peninsula, Mr. Rattray again proposed that the number of plants and quantity of gear should be helped by permit to the pattern of 1950.

Cut-Back Concentration Due for Cook Inlet

The staggering concentration of gear which hit Cook Inlet last year will not be permitted in 1951, Mr. Rattray said in proposing that setnet permits be issued only to those who held them in 1950; and that only those who operated drift gillnets on the Inlet in 1949 be licensed for 1951. (In 1950 the number of gillnets fished was about three times that of 1949; while the number of setnets was about the same.)

At the same time, he proposed that processing licenses be issued only to those plants which operated on the Inlet in 1950.

The Cook Inlet control problem is complicated by the extent to which fish taken there have been hauled elsewhere for processing, but the administrator indicated D.F.A. authority probably did not extend to control of inter-district shipping. Nor did he look favorably on the proposal that fishermen be licensed to operate within only one district in one year.

Some Cook Inlet operators confessed to preparations for retaliatory excursions to other districts with mobile gear and fast tenders; but said that they would abstain from these operations of D.F.A. in fact carries out its program of cutting-back the Cook Inlet gear concen-

tration to something like that prevailing in 1949.

Applications for fishing and processing permits in the three areas to be controlled will be comparatively simple. For plants information required, beside name and place, will be type of processing facility, its maximum capacity, the percentage of capacity expected to be used, relationship to other facilities in the general area, and any agreements relative to purchase of fish.

Fishermen will state type and quantity of gear for which permit is sought; location of operation; any agreements made relative to sale or delivery of fish.

Applications are to be filed with the Defense Fisheries Administration, Department of the Interior, Washington, D.C.; or with Defense Fisheries Administration, 706 Federal Office Bldg., Seattle 4, Wash.

Dr. Elsey Returns from Oyster Seed Buying

Dr. C. R. Elsey, director of B. C. Packers, Ltd., and in charge of its technical department, was expected to return in March from Japan, where he has been supervising the purchase and shipment of the 1951 consignments of oyster seed to the Pacific Oyster Growers Association, of which he is president.

This mid-March aerial photo, by Larry Booth, Allied Craftsmen, San Diego, shows the tremendous concentration of tuna clippers held in San Diego harbor as result of a prolonged engineers and crews strike. In the foreground is the yard of National Steel & Shipbuilding Corporation, showing nearly 40 clippers in the yard and new clippers being built; next is Martinolich Shipbuilding Corporation yard, with the new 3,000-ton drydock in operation. Beyond is the San Diego Marine Construction Company yard; then Campbell Machine Company, with its three floating drydocks. It was estimated when this photo was taken there were 175 hook-and-liners in the harbor. Yards were crowded to capacity, not only in this area but around the harbor at Harbor Boat & Yacht Company yard. Hundreds of thousands of dollars were being spent to ready the fleet for its first trip of the year after the strike was settled.

FISH PRICE CONTROL

Predicted Impending at Producer Level

Fresh fish price control at the fisherman level is impending, and will be applied to all species whose importance affects the cost of living as their production seasons open.

This is the opinion brought to the Coast from Washington at presstime by persons whose contacts and connections in the national capital give their impressions special authority.

Furthermore, industry-wide ceilings may be expected on canned products, and the principal frozen commodities shortly, taking precedence over the individual pricing which resulted from the January freeze order.

The strong campaign made in Washington to correct the obvious economic error made by O.P.S. in controlling frozen fish but leaving fresh fish uncontrolled apparently has failed.

The industry, with the active support of the O.P.S. fish section, sought to have frozen fish decontrolled, in order to place it on the same basis as fresh fish. This would shut-off a wide-open opportunity for abuse without creating a complicated and confusing structure of allocations and bureaucratic burden impossible of policing—but it was rejected at the high levels of O.P.S., where it evidently was felt that corrective decontrol would be a step backward which could not be tolerated.

Scrambled Policies

Among the inequities of the price control program first to become obvious were those pertaining to crabs and tuna. The confusions were clarified, but by applying diametrically opposed policies.

For example, the interpretation touching crab said cooked crabmeat not sealed in hermetic containers would be considered fresh crab and exempt from price control.

On the other hand, O.P.S. ruled that "Tuna and tuna-like fishes that

have been frozen are not considered fresh." Accordingly, if a tuna clipper fully preserves its catch in freezing brine the fish is under price control. If the skipper takes a chance and lands the fish without full refrigeration it is free from any price ceiling.

Such are the beauties of bureaucratic inconsistency. True, there are sound and experienced fish men in the O.P.S. fish section, but apparently their opinions have not as yet carried much weight.

Which Tops Come First?

Just how quickly industry ceilings will be applied to the principal canned and frozen fish products, supplanting present individual ceilings, is not yet apparent. The tuna industry is now in production, but the prices there are comparatively set and tuna may not be the first to come under industry-wide control.

Maine sardine canning starts shortly, and may be the first place where over-all ceiling will be applied.

Frozen shrimp is also expected to be among the first, with other products following.

Salmon Price Mark-up

Just at presstime for this issue, Alger W. Pike, chief of the fish section of O.P.S., was on the Pacific Coast principally to discuss salmon ceilings, which are expected to be applied at the fishermen level within a short time.

As he arrived there was a strong impression among well-informed persons that O.P.S. would follow the Johnston line closely and that its rule for holding any rise to 10% above 1950, plus "fringe benefits" perhaps adding another 2%, would be applied to fish prices as well as wage rates.

Industry ceilings on fresh salmon are expected shortly, but there appears little likelihood that O.P.S. will be so brash as to undertake to set canned salmon ceilings before it has some idea of the size—and consequent cost —of the 1951 packs of the several species.

No Allocation Now

Whether dealer allocation of controlled items will be undertaken—as was done in the case of halibut during World War II—remains to be decided. Allocations will not be resorted to unless abuses make them necessary, as it did back in 1944 or thereabout. O.P.S. thinks it learned some tricks from the mistakes of O.P.A., and that perhaps by avoiding them it can also avoid the headaches which went along with allocation.

California Tuna Industry Grinds to Halt in Strike

Southern California's vast tuna industry was slowly—but almost surely—coming to a halt in mid-March. Due to a prolonged engineers' and crews' strike (for larger shares of the fleet's earnings) San Diego's entire fleet of 200 tuna clippers was in port, unloaded and idle. It was an unprecedented situation, one the industry had never faced before since modern clipper fishing began in 1926.

The strike started January 24 and by presstime had not been settled. Meanwhile, on that date, only 20 clippers remained at sea and all were headed for home. These represented no more than 2,500 tons of raw fish.

At Los Angeles harbor the situation was not so critical because the purse seine fleet operated out of there, and there were a couple score of the net vessels working the lower banks as far as Costa Rica. Too, most of the imports of round frozen tuna from Peru and Japan unloads there.

February saw a combined 12,686 tons unloaded at San Diego and Los Angeles-Long Beach harbors, producing a total of 524,464 cases. San Diego got 7,604 tons of which the split was: Yellowfin, 3,260 tons; Skipjack, 4,344 tons. That port's pack was 289,557 cases. LA-LB unloaded 5,082 tons, divided: Yellowfin, 2,134 tons; Skipjack, 2,489; Bluefin, 36; Albacore (Japan) 423 tons.

Several thousand tons were unloaded at both districts during the first 10 days of March.

Purse seiners were beginning to report with their first trips of the new season. One outstanding load was taken by French Sardine off the *Anthony M* of 260 tons, mostly Yellowfin. Several others arrived at Los Angeles-Long Beach canneries.

Imports of raw tuna from Japan and Peru were increasing. For the initial two months of the year 1,760 tons had been received. Of this 1,688 tons, Yellowfin; and 72 tons, Skipjack was from Peru, transported by the motherships, *Spicewood* and *Oceanic 5*. The rest, 439 tons, was frozen Albacore from Japan.

North Coast Crab Production Running Under Disaster Year

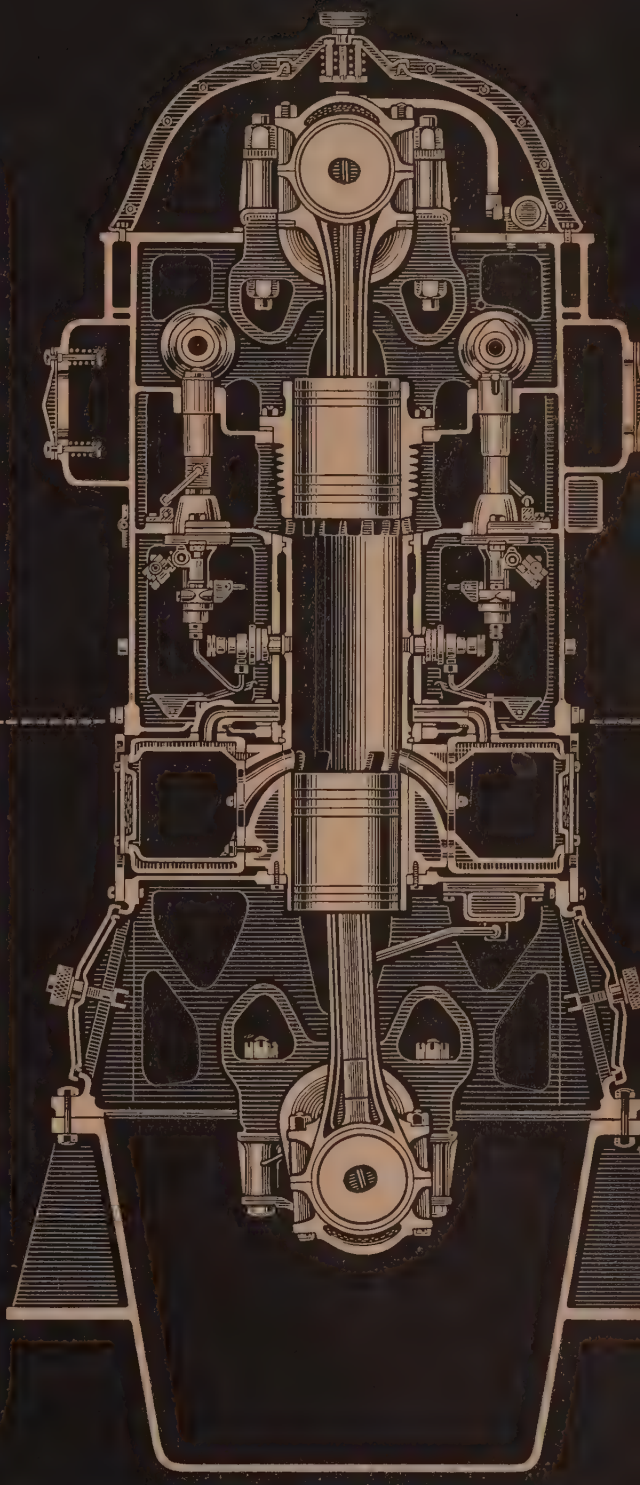
Midway in the 1951 Pacific Northwest crab-canning season the pack was far below normal—far below even the disastrous pack of 1950.

This was particularly true of the Washington coast production, where fishing was poor beyond precedent. Canning on Grays Harbor and Willapa Harbor during January, February and the first half of March was not much more than nominal. By mid-March many of the crab fishermen out of Grays Harbor were bringing in their pots and rigging their boats for the salmon trolling season. They were discouraged, with a definitely unprofitable crab season.

Further south, the situation was somewhat different, and crab canners on the Columbia River reported production running as good as 1950 or better, despite the fact that almost no crabs were coming into the Columbia itself.

Crabs for the Columbia canneries were being drawn from receiving stations down the coast to the south —where fishing was good to excellent.

Cross-Section of Over 5,000,000 Horsepower...



This cross-section of an Opposed-Piston diesel engine tells why, in a few short years, over 5,000,000 hp. of engines of this design have been placed in service—for propelling surface and undersea craft, for low-cost public power generation, as well as prime movers of the railroad world's newest and finest diesel locomotives.

Note the design that underlies the immediate and continued success of this great engine: with TWO pistons in each cylinder—driven apart by a central combustion—the Opposed-Piston engine delivers more power per cylinder, more power per foot of floor space, more power per gallon of fuel. All this, plus the advantages of less weight, less vibration, 40% fewer moving parts, makes the Model 38 unbeatable for low-cost heavy-duty propulsion service. Fairbanks, Morse & Co., Chicago 5, Ill.

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MARINE AND STATIONARY DIESEL ENGINES • DIESEL LOCOMOTIVES • PUMPS
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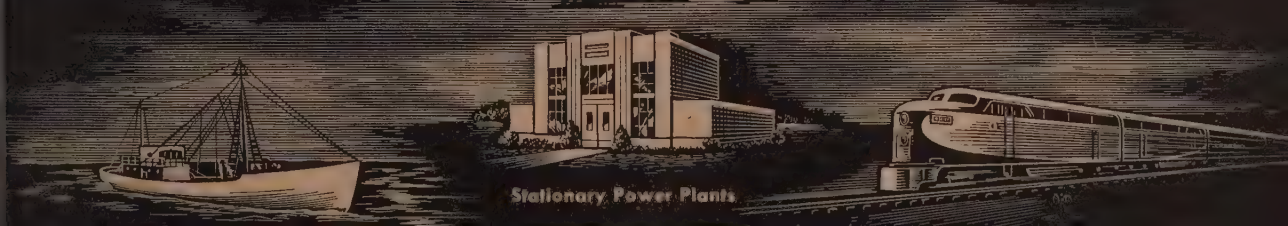
POWERED by Fairbanks-Morse Opposed-Piston Diesel Engines—up to 2400 hp.



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NEW SHELL
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LEAVES THE "SPECIFICATIONS"
'WAY
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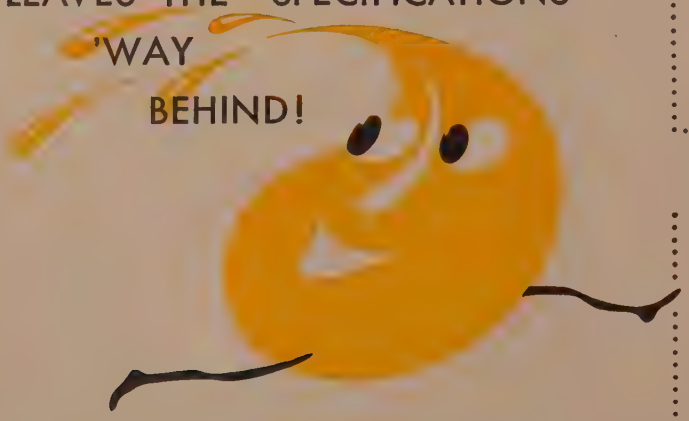

STEPPED UP CLEANING ACTION

The ability to *suspend* contaminants has been deliberately stepped up in *New* Shell Rotella Oil. So has its *detergent* action. Engines stay remarkably *clean.*

EVEN GREATER ANTI-WEAR PROTECTION

New Shell Rotella Oil directly counteracts the acid action of fuel combustion products in the vital top-cylinder zone . . . with correspondingly great reduction in wear.

● "Exceeds every accepted performance standard for oils in its class," the report says. It excels particularly in *piston cleanliness* and in *freedom from ring-groove deposits.* To you, this oil's big edge in its class means a tremendous increase in engine life . . . a drastic cut in maintenance costs. Yes, a real dollars-and-cents saving. Get the full story on *New* Shell Rotella Oil from your Shell representative.

NEW **SHELL ROTELLA OIL**

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For all heavy duty engines

Price Freeze on Frozen Fish Turmoils Tuna Trade

When is tuna fresh and when is it frozen?

This was a question of lively debate along the San Diego waterfronts last month when it was announced:

"Tuna and tuna-like fishes that have been frozen are not considered fresh, pursuant to Section 14 (S) (8), General Price Regulation."

The announcement was made by Harold Leventhal, O.P.S. chief counsel about the time he issued a directive imposing a "$310 per ton ceiling on raw tuna and tuna-like fishes."

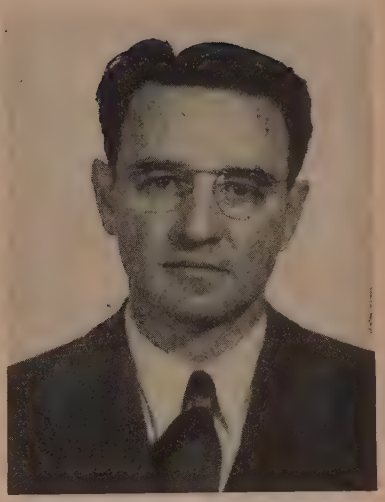
The latter threw the skippers and owners a little because $310 per ton is, and has been for some time, the scale on Yellowfin. Bluefin sells for $300; Skipjack, $290; yellowtail and bonito considerably lower. On the other hand, Albacore has never, in modern times, been sold as low as $310.

What bothers the boys most is the fine distinction being made between fresh and frozen tuna. After all, they point out, the only reason for submitting tuna to modern refrigeration (freezing it), is because getting it to the cannery from vast distances is purely a transportation problem.

For example, off the Columbia River, Albacore can be caught in season, right outside in the ocean. Important tonnage of the Longfins is caught in Southern California waters. So, too, is local Bluefin. Is this "fresh"?

Tuna is caught and held by modern refrigeration in the round; it undergoes no processing whatever before entering the cannery. Tunamen asked this question: How can you tell—after it is thawed out—which is the "fresh" when compared to the one only recently caught nearby and rushed into port? Too, they ask: If we thaw out our fish before coming into port, is that then to be considered "fresh"?

The actual truth is, they point out: Tuna delivered to a cannery is fresh fish, submitted to refrigeration only for one purpose, to keep it fresh. The fishermen believe it should be counted as fresh fish, rather than "frozen" with frozen.



Gordon Sloan, Astoria attorney, is the newly-appointed fourth member of the American side of the Inter-American Tropical Tuna Commission.

Shortage of Flax Affects Net Production

The linen situation has developed into a serious problem, according to Clarence Ederer, president of Ederer, Inc., of Philadelphia. He explains that due to the shortage of the proper grades of flax (which has doubled in price over a period of less than a year), plus the increased demand of government orders, linen netting production might have to be curtailed, unless new sources of supply for better flax are found.

This has been a critical situation which has affected the entire industry for the past year, Mr. Ederer said, and his firm is doing all possible to avert the necessity of turning down orders for linen netting. He indicated, however, that it is wise for users of linen netting to anticipate their needs as far ahead as possible. Buyers should however use some restraint and place orders on a reasonable scale so as not to tax manufacturing facilities under present conditions too greatly. They should also allow sufficient time for shipments so as to enable factories to plan production far enough in advance to insure deliveries.

Fish Industry Safeguards Sought In Reciprocal Act

Speaking for tuna fishermen, cannery workers, tuna canners, and other segments of the fish canning industry, Donald P. Loker of the French Sardine Co. told the Senate finance committee recently that the reciprocal trade agreements program does not attain its objective and should not be extended by Congress without new safeguards for American producers.

Mr. Loker charged that public hearings preceding tariff negotiations have been a "farce" and that the predominant factor in granting or denying tariff concessions under the reciprocal trade program has been "diplomatic considerations" imposed by the State Department.

Mr. Loker appeared before the committee on behalf of the California Fish Canners Association, Inc., and had written authorization to speak for fishermen's and cannery workers' unions and for other segments of the fish canning industry. While Mr. Loker's presentation to the committee dealt principally with tuna, he presented the point of view of canners of sardines, mackerel, shrimp, and salmon, around the entire coast of the United States and in Alaska and Hawaii.

Mr. Loker emphasized the economic importance of the fish canning industry, not only to the nation but also to the areas and communities where fisheries are located. He pointed out that in many communities the fishing industry provides the sole means of earning a livelihood and that anything that impedes that livelihood by adversely affecting the production of fish in these communities could result in the economic destruction of whole areas and would have disastrous consequences on the entire population.

BETTER SALMON

BETTER PACKING

Definite superiority in salmon quality, and measurably improved workmanship, combining to produce a high-standard 1950 pack, was demonstrated at the 14th Annual Salmon Cutting and Fisheries Research Conference held at Seattle in March under auspices of the Northwest Branch of the National Canners Association.

More than 600 cans were cut and critically examined by practical experts, cannery superintendents and foremen, brokers and salesmen.

Examination was marked by energetic interest on the part of the 20-odd judging teams, who approached their task earnestly and did a conscientious job—definitely not perfunctory.

The reports were consistent—"Good, good, good."

No seriously questionable condition was noted; nor did a single can fall short of freshness.

Salmon Research Studies Extended to Peninsula

The research conference held with the cutting produced the interesting announcement by W. C. Arnold, managing director of the Alaska Salmon Industry, Inc., that decision had been reached by Alaska Peninsula packers to sponsor extension of scientific studies of the Fisheries Research Institute into that district; and that the studies there would be initiated this season.

In reviewing the scientific research supported by the salmon industry, Mr. Arnold emphasized that 30 years ago the industry took a great forward step by providing technological research, policing and inspection of the pack through the National Canners Association; and that five years ago it initiated basic biological research on the highest standards through the Fisheries Research Institute of the University of Washington.

He emphasized that the results of the research supported by the industry are the property of the University, not of the industry; and of the people of the United States, not of the packers. This is specifically provided in order to assure impartial research meeting the highest standards and contributing fully to scientific knowledge.

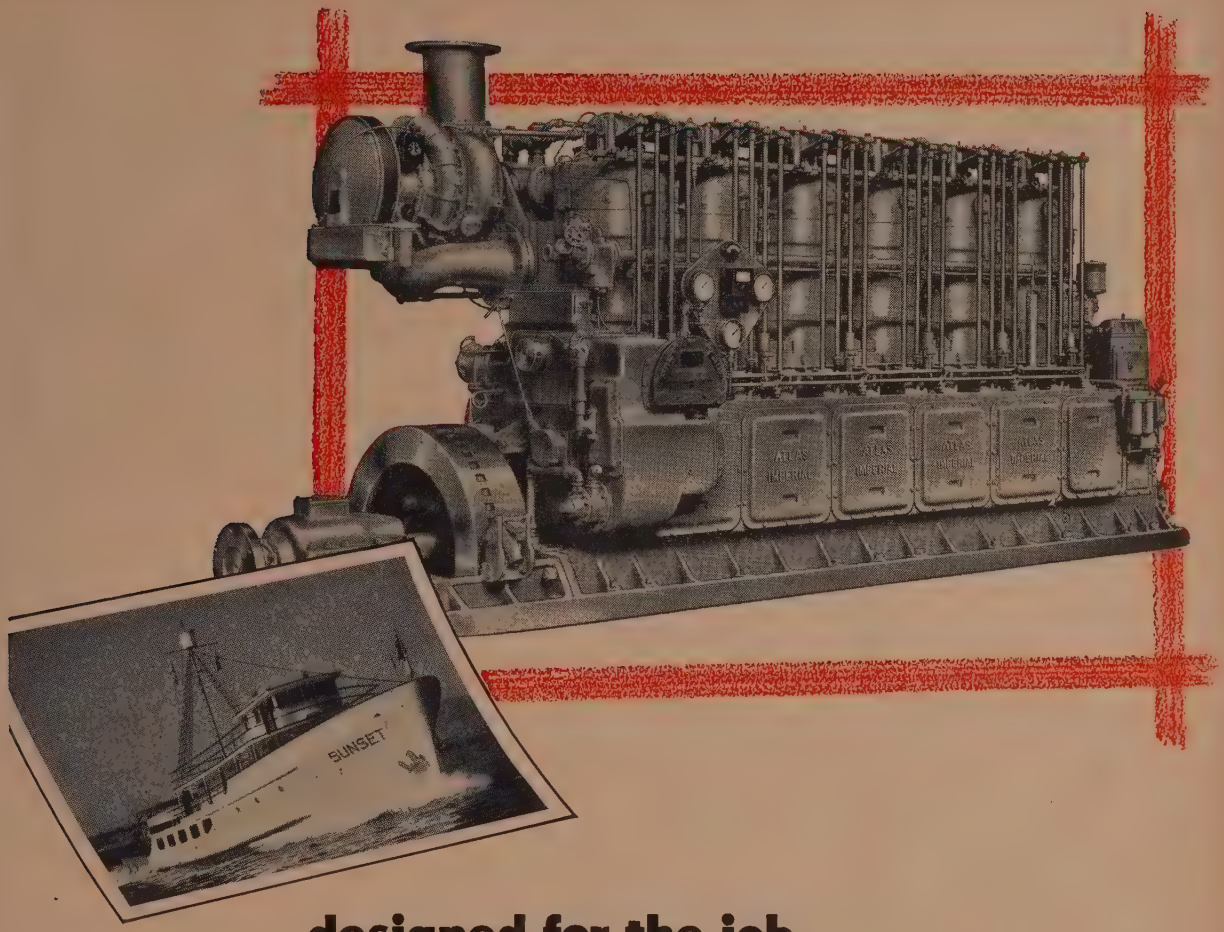
Dean Edwin Guthrie of the Graduate School of the University, of which the Fisheries Research Institute is a part, said that he and President Raymond B. Allen of the University planned to visit the F.R.I. projects in the field in Alaska next summer.

Accepting the Peninsula Project, Dr. W. F. Thompson, director of the Institute, characterized it as an added scientific responsibility which would be undertaken with full adherence to the strict and formal requirements of scientific research.

Dr. Thompson led his staff in a comprehensive progress report of the F.R.I. projects on Bristol Bay, Kodiak Island and Southeast Alaska. (The importance of this report requires more comprehensive treatment than can be accorded here. It will be developed fully in the May issue of PACIFIC FISHERMAN.)

Chinooks and Kings Given High Rating

Excellent general rating was given the Chinook and King samples by Mel Leback of the Chinook Packing Co., who was chairman of this section. He reported that 12.1% of the samples were rated "extra



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good"; 26.8% good; 56.1% average; and only 5% poor.

He found a "definite improvement in workmanship," which was rated satisfactory or better in 95% of the cans. Average fill of the halves was 8.27 oz., and of the talls 16.6 oz., with no underweight cans.

"Uniform High Quality" Reported for Sockeyes

"The samples proved the uniform high quality of the 1950 Sockeye pack," said R. E. Silver of Whiz Fish Products Co., chairman of the Sockeye judges. He emphasized the uniformity in Sockeye quality and said that it was borne out by the grading, which gave 10.3% extra good; 46.2% good; 41.0% average; and only 2.5% poorer than average.

Sockeye filling and cleaning were rated good and color and oil high. Reduced average number of pieces in the cans also showed improvement.

Some evidence of bruising in a few cans pointed to the need for greater care in handling.

Reduced Overweight Saves Industry Thousands

Saving of thousands of dollars to the industry in 1950 as result of reduced overweight in the Red pack was reported by L. E. A. Hooey, Jr. of Libby, McNeill & Libby, who said that the samples showed an average weight of 16.23 oz., a reduction of .21 oz. from the average at the last cutting. This one-fifth ounce saving, multiplied by the pack would run into a lot of money.

The Red pack rated well, and showed definite improvement, in all points save the appearance of the end cuts, where some ground was lost in comparison with the last cutting. Only 4.2% of the cans showed poor cleaning; and 17% were rated poorly filled.

Color of the Reds was good for 40%; average for 51%; and poor for 9%.

General rating of the Reds showed: 8% extra good; 36% good; 41% average; 15% poor.

Variation of Cohoes With Districts Noted

Frank Wright of Pyramid Fisheries Co. made the Coho report for William Fonken of Nakat Packing Corporation, the section chairman. He said that the examination emphasized the definite color difference between Cohoes from the various districts, varying from "average" to "good" apparently on this basis. He likewise found that workmanship was rated "good" and "average" by the judges, with none poor.

Pinks are Rated High

Texture, color and cleaning of the 1950 Pink samples was reported as very good by Phillip Carmichael of the S. & P. Sales Co., who reported that 10% of the samples rated extra good; 27% good; 44% average; 18% poorer-than-average; and only 1% poor.

On the basis of color only 5% rated poor, with 36% good.

Poor fill was noted by the judges in 13% of the samples.

"High Percentage Good Quality in Chums"

James Stephens of the Oceanic Sales Co. opened his report on Chums with the flat statement that examination of 138 cans had shown a "high percentage of good quality" —which he later particularized as 63% good and extra good; 31% average; 3% poorer-than-average; and 3% disqualified for various reasons not involving quality.

Texture and odor was generally good; fill was a satisfactory 6.2 oz. average; but 8% of the cans were rated undersalted.

Supply Side Stressed By Technical Men

Two important elements in salmon industry supply—lubricants and rope—were discussed by technical specialists during the salmon cutting sessions.

J. A. Vincent, research engineer for the Standard Oil Co. of California, presented the subject of specialized cannery lubricants, the effects of various operating conditions on the performance of greases, and how time and money can be saved by: 1, close adherence to manufacturers' recommendations; 2, consultation with oil companies' specialists; 3, entrusting lubrication duties only to experienced and intelligent workmen.

R. D. Ladd, Pacific Northwest representative of the Plymouth Cordage Co. show that company's industrial film of rope-making, and followed it with a discussion of the differences in the principal kinds of ropes purchased by salmon canners; and of how they should be ordered.

Not a little interest was shown in his announcement of a new type of rope construction called "dead-lay," designed for use on the cork and leadlines of gillnets and marked by its extreme flexibility.

Attendance registered at the Salmon Cutting included:

Alaska Fisherman's Union—Oscar Anderson; Oscar Erickson.

Alaska Native Service—H. C. Scudder; Arthur H. Walker.

Alaska Pacific Salmon Company—E. E. Murray; R. R. Petersen.

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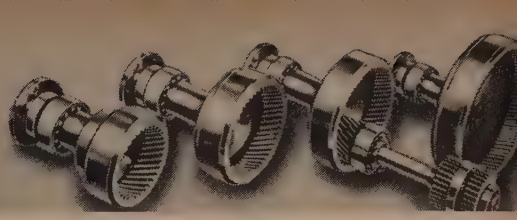
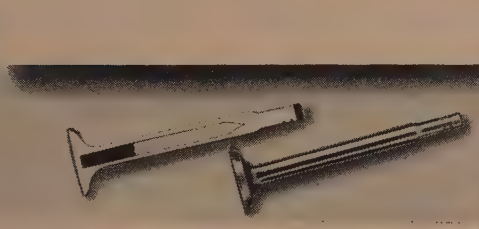
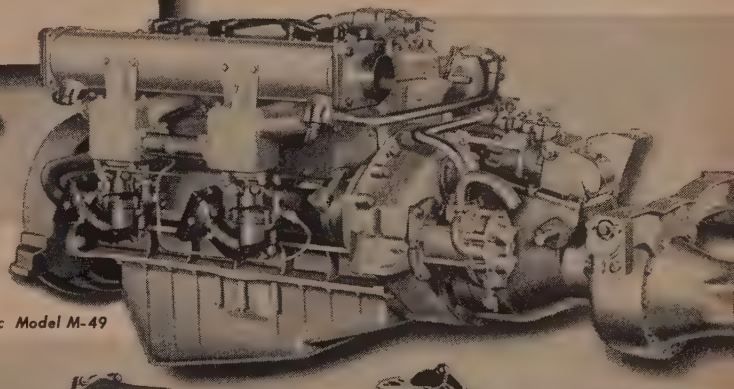


Reduction Gears, are precision built, helical type for rugged duty, quiet operation. Can be mounted in four different positions. 1.43, 2.04, 2.56, 3.17, 3.95 to 1.

Superfinish. All parts subject to wear are so smooth and frictionless that a stethoscope can't detect the scratch of a fingernail. Greatly reduces wear.



Sodium Cooled Exhaust Valves. Excessive heat is transferred from valve head to cooling system by metallic sodium. Under normal operating conditions valve life is increased 2½ to 5 times.



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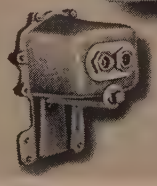
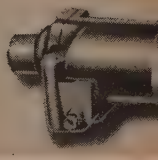
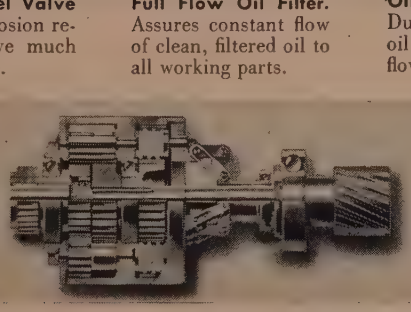


Oil Cooler, plate type. During warm-up period oil is heated for rapid flow to bearings.

Water Pump. Rubber coated gears for longer pump life. Two monel metal shafts.



Thermostatic Temperature Control. Keep engine temperatur constant at all times



Reverse Gears, planetary type with heavy duty gears, anti-friction bearings. Clutch plates of self-lubricating "Oilite"

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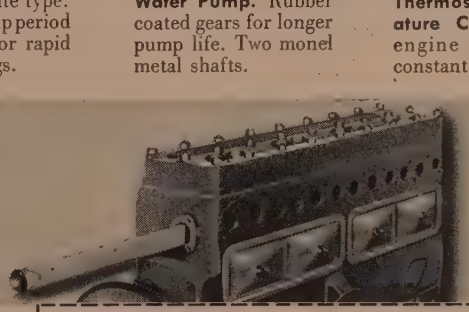

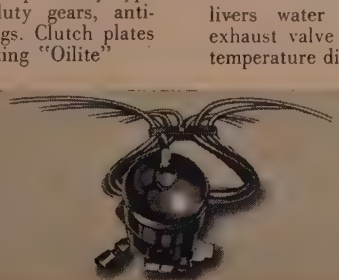

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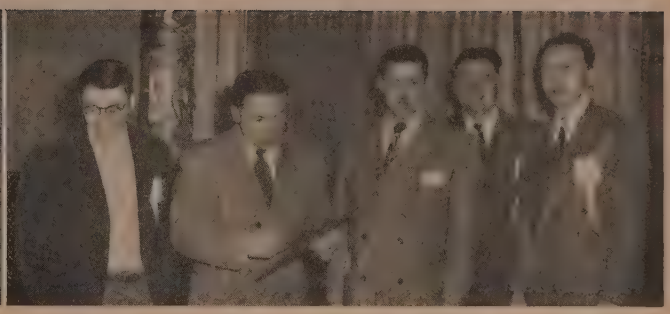

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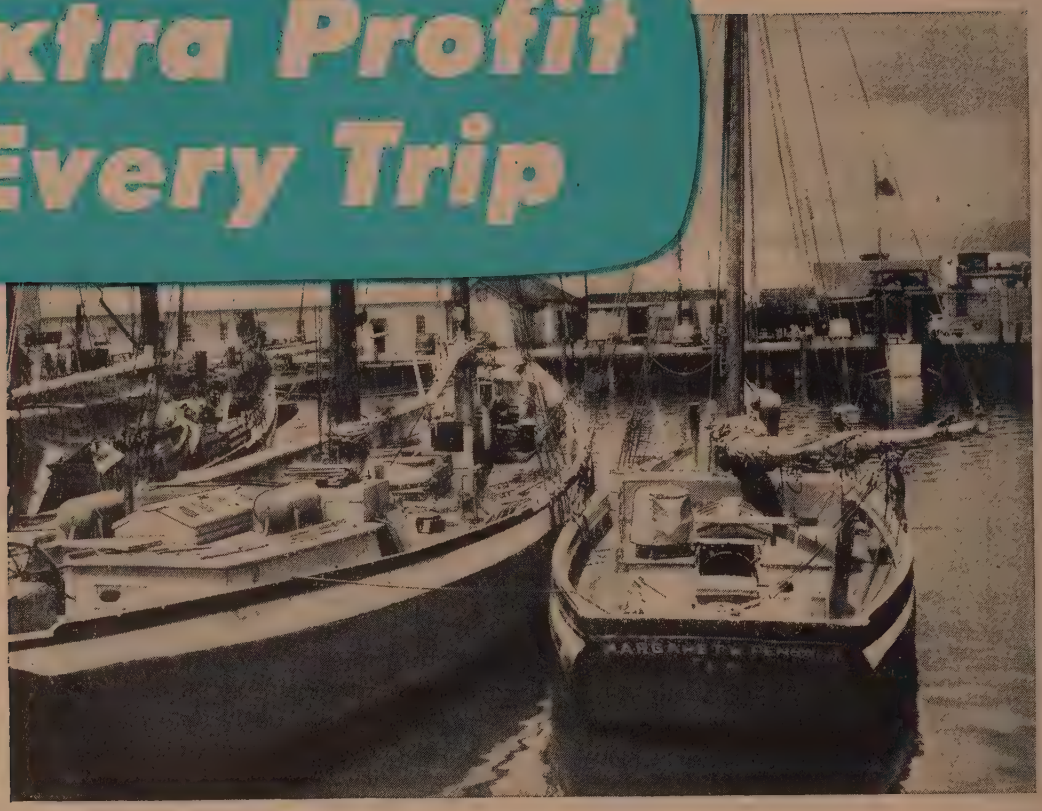

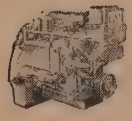

ONE of three GM Diesel-powered boats in the snapper fleet of E. E. Saunders & Co., Pensacola, Florida, the 60-ft. "Margaret W" made 15 trips to Mexico's Campeche Bay last year and came home with heavy loads every trip.

Powered by a 3-cylinder GM Series 71 Diesel, turning a 30" x 18" propeller, this little schooner used only 700 gallons of fuel on a 20-day trip. In addition to a pay load capacity of 20,000 pounds, she carries 800 gallons of fuel which gives her a safe cruising radius of 1500 miles.

Like most skippers, Capt. J. Rathel likes GM Diesel's smooth, steady flow of power and the GM hydraulic shifting which makes for easier handling. He reports extremely low upkeep—no major repairs in three years' operation.

General Motors 2-cycle Diesel engines provide all the brawn and economy of Diesel power without taking up a lot of room. They're tough and dependable, easy to start and easy to take care of. The space and weight they save means extra profit every trip. Let us give you all the facts.

DETROIT DIESEL ENGINE DIVISION

SINGLE ENGINES ... *Up to 275 H.P.* **DETROIT 28, MICHIGAN** MULTIPLE UNITS ... *Up to 800 H.P.*

GENERAL MOTORS

DIESEL BRAWN WITHOUT THE BULK

GM DIESEL POWER

Evans Engine & Equipment Co., Inc.
SEATTLE 9, WASHINGTON

Modern Machinery Co., Inc.
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Crofton Diesel Engine Co., Inc.
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Gunderson Bros. Engineering Corp.
PORTLAND 9, OREGON

West Coast Engine & Equipment Co.
BERKELEY, CALIFORNIA

Capt. Theodore O. Downing; R. B. Howard; E. L. Newhirter; Sgt. E. F. Savoie.

United States Fish & Wildlife Service—William Clegg; H. E. Crowther; George J. Eichert; Neva L. Karrick; George B. Kelez; Galen H. Maxfield; David Miyauchi; George M. Pigott; F. Bruce Sanford; M. E. Stansby; Roy C. Stevens.

United States Food and Drug Administration—James A. Ford; Douglas C. Hansen; Fred L. Lofsvold; K. E. Monfore; H. M. Risley.

University of Washington—Sam H. Denniston, Jr.; W. H. Hastings; M. A. Madsen; Stanford Prince; E. R. Guthrie.

Wards Cove Packing Company—A. W. Brindle; H. A. Brindle.

Washington Fish and Oyster Company—John Nielsen.

Washington State Department of Fisheries—C. H. Ellis; Norman A. Riddell.

Wells, Ltd.—T. M. McCaskell.

Ivar Wendt—A. M. Irvine.

West Coast Packers, Inc.—Fred Kolash.

Western Fisheries Company—Justin V. Strom.

Whiz Fish Products Company—Jack Alhadeff; Thor Goodman; R. O. Pierce; Robert E. Silver.

Whiz-Halferty Canneries, Inc.—O. Franswog; Orin C. Kuhnley; Peter Tranes.

Whitney & Company—E. G. Wilson.

Wilbur Ellis Company—Ray H. Mattson.

Wilson-McCleary Company—R. B. McCleary.

L. G. Wingard Packing Company—Richard H. Hill; Quintin C. Natividad; M. C. Snyder.

Eardley is Price Advisor for Fisheries

W. C. "Bill" Eardley of the Eardley Fisheries Co., Seattle, late in February was named a consultant on fisheries in the Office of Price Stabilization. There he will serve with Alger Pike of Maine, and Joel Lemere of Boston, chief and assistant chief, of the fish section.

With Mr. Eardley in the price agency and Maurice Rattray of Anderson & Miskin, Seattle, as the actual executive officer of the Defense Fisheries Administration, the practical fisheries of the North Pacific are pretty soundly represented in the mobilization agencies in Washington.

Mr. Eardley has been intimately connected with the fisheries for many years. Perhaps more than any other man, he contributed to the development of the great trawling industry of the Pacific Northwest, as he was the first man to encourage the pioneer trawlers to expand their production to the point where volume warranted plant investment capable of maintaining production on a scale which could be marketed outside the local trading areas of the fishing ports.

Long years of dealing with fishermen and operators, distributors and retailers, has fitted "Bill' Eardley admirably for his new post.

Science Finding Sardine Secrets Bit-by-Bit

Information that may help save California's sardine industry, menaced by erratic conduct of sardines themselves, is slowly but surely being accumulated, as a perusal of the California cooperative sardine research program report will show. It covers the two years activities in sardine research undertaken cooperatively by the California Academy of Sciences, California Division of Fish & Game, Scripps Institution of Oceanography, and the U.S. Fish & Wildlife Service, under the direction of the Marine Research Committee.

The project, begun in 1949, and if the legislature continues it, to run until 1955, is one of the biggest research projects of its kind in the world.

The ultimate aim is to be able to predict how many sardines there are off the Coast and where they'll be swimming in a given year.

Some of the significant points brought out by the two years of research are:

1. The 1951 catch will still be made up of fish spawned during the good spawning season of 1946-47. It takes a sardine 3½ years to amount to much commercially. The 1948 and '49 class probably won't be found on the fishing grounds in any great quantity.

2. Sardines can be "herded" by electricity, something like sheep. It was found that if a particular electric current is run through a tank full of sardines, the fish will swim toward the positive pole.

3. It may be possible—some day—to determine how good a spawning year will be by weather information.

Here's how: plentiful sardine spawning is related to an oceanic phenomena called "upwelling."

In spring and summer strong north winds off Cape Mendocino and Point Concepcion push surface waters away from the coast.

As a result water rises from deeper layers of the ocean carrying with it nutrients that stimulate the growth of fish food. When upwelling occurs, the ocean level can drop as much as 10°.

But there is a more important result of upwelling. The water that has risen flows toward the south into the sardine spawning areas, bringing with it the supply of food, and changing the temperature of the water.

Spawning sardines are very sensitive to heat and cold. Most of the eggs sampled in 1950 were taken in waters between 54.5 and 60.8°F.

The upwelled water cools off the warm waters in the spawning areas and makes it just right for the sardines to spawn.

Two spawning areas have been discovered. An area extending 300 miles out to sea off southern California and upper Baja California, and an area extending some 60 miles out to sea off the Cedros Islands, located halfway down the peninsula of Baja, California.

In the main, the report states, work under the California Cooperative Sardine Research Program will continue along the present lines during 1951. The seagoing work cannot as yet be curtailed or simplified without running the risk of failing to obtain information of basic importance. Any changes will be those dictated by the necessity of studying changing oceanographic and biological conditions. Both at sea and ashore, several new studies that promise to enlarge the understanding of the Pacific sardine will be pursued.

Columbia Cannery Workers Favor C.I.O. Union

Columbia River cannery workers by a vote of 789 to 291 late in February repudiated the Columbia River Fishermen's Protective Union, I.L.W.U., with which they have been affiliated since 1933, and chose the C.I.O. as their bargaining agent.

The N.L.R.B. election at which the choice was made did not involve the fishermen's branch of the Columbia River Fishermen's Protective Union, which is the oldest fishermen's union on the Pacific Coast, dating back 65 years.

Frank Gorrell Dies

Frank E. Gorrell, known to Pacific fish canners as the founding secretary of the National Canners Association, died in Washington in January. He retired from service as secretary in 1945, but remained as treasurer until his death from pneumonia.

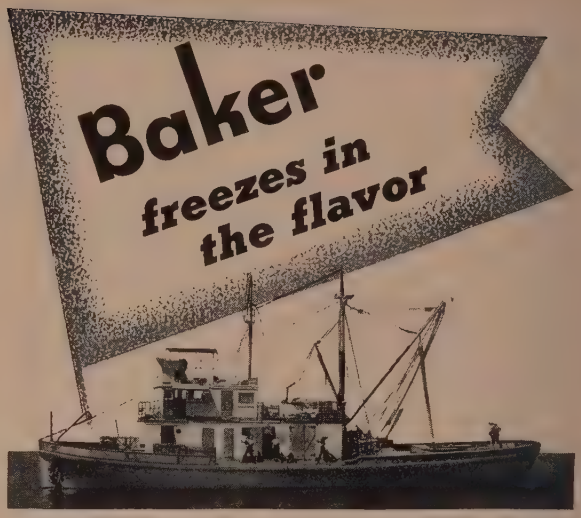
WIRE ROPE

Ashore and afloat, Roebling is the most famous name in wire rope

WHETHER FOR standing rigging, trawler lines or other marine service there's a Roebling wire rope made specifically for the job. Roebling has always been a leader in developing and producing wire rope for the fishing fleets. From making the steel to drawing and stranding the wire, every manufacturing step is scientifically controlled to assure topmost quality.

Rig with Roebling wire rope for maximum service life and long-run economy. Your Roebling Field Man will be glad to help you choose the *right* ropes for every purpose. Write or call him at your nearest Roebling branch office. John A. Roebling's Sons Company of California — San Francisco — Los Angeles — Seattle.

ROEBLING



When the 115-foot Mahoning was converted from a U. S. Navy vessel to a shrimp trawler-freezer for Productos Congelados, S. A. Guaymas, the owners installed the most modern of sharp-freezing and holding systems.

Engineered by Ben Duncan, this system has two Baker 5½ by 5½ compressors for plate type freezers on the main deck to produce 50 degree minus temperature with a capacity of 900 lbs. per hour per freezer. Another Baker 5 by 4 compressor maintains a 15 to 20 degree minus temperature for insulated storage of the packaged shrimp below deck.

This Baker refrigeration system provides the same facilities as required for shore plants to protect the freshness and flavor of the pack . . . with constant dependability under all conditions.

Baker
AIR CONDITIONING and REFRIGERATION

Los Angeles: *351 South Anderson Street* • ***San Francisco:*** *445 Bryant Street* • ***Seattle:*** *Northwest Baker Ice Machine Co., Inc., 1310 Airport Way* • ***Portland:*** *Northwest Baker Ice Machine Co., Inc., 932 Northwest Sixteenth Avenue*

Baker Refrigeration Corporation, South Windham, Maine

Sweeping Setnet Extension Counters Power Boat Opening on Bristol Bay

Sweeping changes were made in the status of setnets, as well as of gillnet boats, by the Bristol Bay fishing regulations for 1951.

Power boats are being permitted on the Bay, as announced some time ago; but the general relaxation of limitations on setnetting came as a surprise to many, and a shock to some.

The regulations open to setnetting the shores of all bays where gillnetting is permitted. Setnetting above the gillnet deadline markers is prohibited, however.

Relaxation of setnet regulations further permits use of this form of gear anywhere in the intertidal zone, and not merely along the beach adjacent to the high tide line. In other words, a setnet can be operated on any ground which goes dry at extreme low tide.

This regulation is expected to benefit local residents, who have monopoly of setnet locations; and to offset in some degree the threat of power boats to the local economy.

Multiple-Unit Fishing Operations Prohibited

Countering the concentration of gear which created a critical situation on Cook Inlet last season is a regulation prohibiting a fishing vessel from operating more than one unit of gear. This rule against what has come to be loosely called "mothership" operations has applied to purse seining in the past, but now is extended to all forms of mobile gear. It was designed to prevent a vessel such as a purse seiner from carrying and mothering a fleet of skiffs, each operating a gillnet.

When the regulations were announced there was some misunderstanding of this rule, which was interpreted by some as applying to floating canneries or freezerships. This is not the case.

Cook Inlet Fishing Time is Curtailed

Further protection for Cook Inlet was provided by extending the weekly closed periods; also applicable to Resurrection Bay and Yakutat. Kodiak will have a mid-season closure from July 15 to Aug. 1, including Red River; and the Karluk district will close for the year July 15.

A mid-summer open season for Copper River is provided from July 10 to Aug. 7 to utilize a summer Red run.

S.E. Alaska Season Longer This Year

Southeast Alaska season will run from Aug. 6 to Sept. 1, as compared with Aug. 15-Sept. 3 last year. Both north and south areas will open at the same time.

Exceptions to this seasonal arrangement are a general fall Chum season from Oct. 1 to 6 and a limited purse seine fishery from June 16 to July 28 in the outside waters from Cape Muzon to Cape Ulitka.

Southeast Alaska seines are standardized at 250 fathoms, with 75 fathoms of lead permitted. Coho salmon taking is prohibited from Sept. 20 to July 1.

The extension of setnet opportunities in Bristol Bay is expected to bring about some sweeping changes, comparing with those resulting from introduction of power boat fishing there in extent and importance.

B.C. Whaling Fleet Filled With Two More Killers

The period of experimentation and improvisation by B.C. Packers, Ltd., in the whaling industry of the North Pacific has ended, and from now on the company will be able to operate not only with a well equipped shore station but with first-class vessels built for the purpose.

Jack Ellis, superintendent of freight vessels for the company, will take delivery of two killer ships in the name of B.C. Packers at Rio de Janeiro and Dakar. He will be accompanied on his flight to Brazil with the officers and crew of one vessel while the master, mate, engineers and other members of the complement of the second ship will fly independently to Africa by way of Lisbon.

It was exclusively announced in the February issue of PACIFIC FISHERMAN that B.C. Packers had acquired two steel killer boats for the whaling fishery, but their identity was not disclosed. The company has now announced that the vessels concerned are *Polar V,* formerly owned by the Falkland Whaling Co., and *Globe VII,* owned by a Norwegian company and operated during the past season in the Antarctic under charter to Johann Rasmussen & Co. Both are powered with steam triple expansion engines, of 1,200 and 900 h.p. respectively. They are expected to arrive in British Columbia with their Canadian crews about the end of April or early in May, when the season off the British Columbia coast is about to begin.

Captain Einar Jensen, who skippered B.C. Packers' whaler *Nahmint* last season, and who is master of *Penderisle* during the herring season, will be on the bridge of *Polar V* with Capt. Archie MacKinnon, who skippered the *Kimsquit* in 1950, during the run from Rio to Vancouver, and Jensen will remain in command during the whaling operations. Engineers making the trip are John Hill and Charles Lamle.

Capt. Jack Boden, master of the B.C. Packers' freighter *Teco,* will command *Globe VII* from Dakar with Einar Eikanger, who was master of *Towmac* last year, as mate. Engineers are Matthew Smith and William Hart.

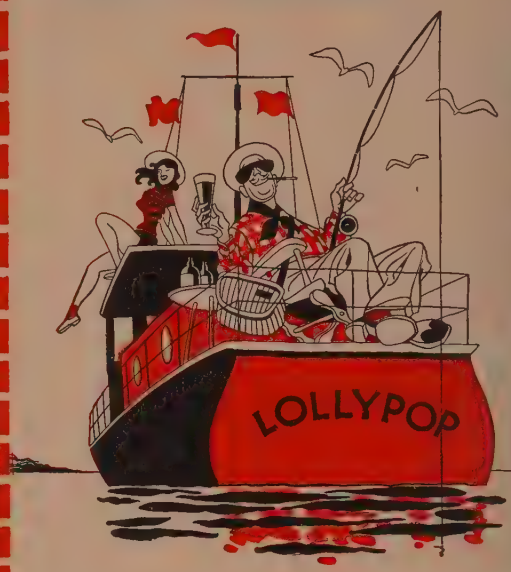
These two vessels—*Polar V* was built in 1931 and *Globe VII* in 1935—will operate in conjunction with *Bouvet II,* commanded by Captain Jack Haan, who in herring season is master of the *Southisle.*

Operational program has yet to be worked out in finality, but it is presumed that these three vessels will do most of the actual whaling, making their deliveries to the shore station at Coal Harbor, which has been the base of operations since operations were resumed in British Columbia three years ago after a lapse of several years following the dissolution of the old Consolidated Whaling Corp.

Hec Cowie is manager of the whaling division of B.C. Packers, under the direction of R. E. Walker, vice president and production chief of the company. He succeeded Douglas Souter, who is now in charge of B.C. Packers' northern operations centered at Prince Rupert.

THERE ARE FISHERMEN...

...AND FISHERMEN



BUT THERE IS ONLY ONE

Gold Medal Netting

Experienced fishermen know that Gold Medal Netting is the finest quality netting—that it *holds* the fish it catches. And that's why successful fishermen have depended on Gold Medal for well over 100 years.

Ask your supplier—ask your friends—they'll all tell you there's no finer netting made than Gold Medal.

GOLD MEDAL NETTING means controlled production in our own plants, from the bale of cotton to the finished netting. This is your assurance of dependable quality.

GOLD MEDAL
The greatest name in netting

Gold Medal Netting

Makers of Fine Netting for 109 Years

THE LINEN THREAD CO., INC., 116 New Montgomery St., San Francisco 5, Calif.

(Successors to American Net and Twine Company)

Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Cincotta Bros., San Francisco and Monterey • Marine Hardware Co., San Pedro and Terminal Island • Nuttal-Styris Co., San Diego • Cia Exportadora del Sur, S. A., Guaymas, Sonora, Mexico.
Canadian Representative: Western Leckie Limited, Vancouver, B. C.

GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

Other Netting Products: AN & T Coy Linen Netting—Gold Medal Sea Island Cotton Gill Netting—Plymouth Rope—A complete Line of Netting Accessories.

FISHERIES IN MOBILIZATION

National Need Foremost as N. F. I. Convenes

The part of the National Fisheries Institute in the nation's mobilization for defense, and the accomplishments which already may be credited to it were foremost in the minds of Pacific Coast fishery operators as they prepared in March to attend the sixth annual convention of the N.F.I. in Boston April 9-11.

PACIFIC FISHERMAN sought the views of former presidents of the Institute on the problems facing the convention as it prepared this pre-convention article.

From J. L. Alphen, first president, and general chairman of the Boston convention, came these words:

Idea of Institute Began During War

"This period approaching the sixth annual convention of the National Fisheries Institute is reminiscent of the conditions under which the fishing industry labored during the earlier years of World War II. During that period the industry was without a common meeting ground.

J. L. Alphen

General Foods Corporation Boston, Mass.

The confusion and complexities facing the industry inspired its leaders to create a national organization—the National Fisheries Institute.

"From the beginning the National Fisheries Institute has proven its value as the central clearing house for the industry's problems, both national and international. N.F.I.'s best testimonials of its value is its ever-increasing growth in position of national importance and the support evidenced by the quality and quantity of its membership.

"As the industry gathers in Boston in the year 1951 for its Sixth Annual Convention it is again faced with some of the problems and conditions it endured through World War II. What the full effect of our present national defense program will be is strictly academic at this point. With God's help we all hope and pray that we will not again be engaged in global warfare. It does seem evident, however, that we must be strong enough for any eventuality. To acquire such strength means preparation. We must establish what I like to term 'a garrison economy.' In short, we must be prepared for any turn of events—including open attack by our enemies.

"During the period of preparedness the fishing industry's problems and responsibilities are a blend of local situations which must fit into a national pattern. Just as the armed services are a blend of manpower from towns and cities all over the country.

"In addition to the problems and responsibilities of such things as price controls and manpower and material allocations facing all industries, the fisheries are faced with specific changes in its normal course. Fishing boats, the backbone of our source of raw material, may be subject to requisition by the armed services with little or no chance of replacements. Possible shortages of raw materials will lessen the possibility of increasing our fleet and hinder the proper maintenance of our existing fleet: In the event of open warfare there is always the potential loss of boats as victims of unwarranted sinking by the enemy. All this leads to reduced production, and unfortunately, unlike many industries, there is no substitute for our basic raw material. We cannot manufacture a sub-standard quality to extend total production. We cannot use a synthetic substitute in place of our basic raw material."

N.F.I. and the South

From Palacios, Texas, Past President Carlton Crawford writes:

"Down here in the South and Southwest, the fishing industry feels a keen awareness of its responsibility in this national emergency, and it enters into its tasks with greater understanding and greater production capacity by far than before.

"Our shrimp industry has made tremendous strides during the past five years. Production has been stepped up, with better boats, more efficient equipment and a wider knowledge of fishing grounds and fishing methods. Market expansion has encouraged the industry to step forward with new and better processing methods, modernized packaging and merchandising ideas.

"Even more important, the industry has reached the stature of a major and staple food facility and its members are experiencing a new awareness of their responsibility to the public and the trade.

Carlton Crawford

Crawford Packing Co., Palacios, Texas

"Encouraged by N.F.I. in wider public acceptance, the industry has launched upon a far-reaching sanitation and quality control program, so that it may be better equipped to perform its obligation toward increasing the food supply to a nation in preparation for emergency and to a famished world.

"Greatly improved freezing and storage facilities, better packing, expansion of shrimp specialties, particularly the breaded items, have imbued members of the industry with greater vision, imagination and a keener sense of obligation to perform whatever task the nation may assign it.

"An indication of the new spirit of cooperation and the broader vision prevailing in the South and Southwest is the greatly increased membership in N.F.I. during the past two years. Members of the industry are aware of the value of cooperation on a national scale, and you will find them more and more willing to perform their share of work and responsibility in gearing the nation's fisheries industry for the international emergency."

Pacific Knows the Need

Harald Synnestvedt, immediate past president and current chairman of the board, speaks for the Pacific region of N.F.I. when he says:

"World War II made evident to America's fishing industry the great need for a National Fisheries Institute. It was out of the lessons

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

learned in that crisis, while they were still burning in our recollections, that N.F.I. had its birth.

"Most of us will recall the crises, the problems, the frustrations of the fisheries in World War II. We knew then that we needed a national fisheries organization.

"We have it now, and already it has served America and America's fisheries well. If N.F.I. had never before done a thing to justify itself, since the Korean aggression it has earned its way many times over. We are better prepared to defend ourselves because of the N.F.I.—and the days of our newly mobilized economy have only just begun.

"Where in World War II the fisheries floundered and were beset for years, in today's mobilization we have been able to move forward with assurance, largely because of the National Fisheries Institute and the voice it gives us in the national capital.

Harald Synnestvedt,

New England Fish Co., Seattle, Wash.

"We on the Pacific Coast are close to Korea, perhaps closer than most to a full realization of the critical implications of today. We know the need of the hour, and we know the hour's need of N.F.I."

Pacific members of N.F.I. will play leading parts in all elements of the program. Some of those who will participate directly include: Dr. W. M. Chapman, who will moderate the discussion of "Domestic Fisheries vs. Imports"; J. M. Willis, Marine Products Co., and Harold Cary, American Tunaboat Association being members of the panel.

E. A. Ruthford of the San Juan Fishing & Packing Co. will be a member of the packaging panel.

The MYSTERIES of "DOMINANCE"

A Study of Some of the Factors Which Result in the Build-up of "Big Years" in Sockeye Salmon Population

The annual variation in the productivity of Fraser River Sockeye in each four-year period, which occurred normally in practically all of the upriver districts prior to creation of the Hell's Gate obstruction, makes escapement figures of lessening value in predicting the size of surviving populations as rehabilitation continues.

Each lake system above Hell's Gate, with the possible exception of Bowron, *originally produced large numbers of Sockeye in only one year out of four,* with a sub-dominant population usually occurring in one of the other three years. Two years out of every four were classed as "failures."

These annual variations in productivity were known to exist as early as 1823 in the Stuart Lake District. Further information on this naturally controlled production is now being obtained through the courtesy of the Hudson's Bay Company in London, England, where the original records of Indian catches are available.

With the destruction of the dominant run in 1913 and later, *the smaller escapements each year thereafter apparently tended to produce at the same rate as did the original dominant year.* The escapements resulting from the Commission's restrictions and the Hell's Gate Fishways are permitting a rapid increase in the annual populations to the several upriver areas. In some areas the year classes now seem to be conflicting, and the productivity of one year remains high while that of the others declines. Thus it appears that a dominant run will gradually reappear and the productivity of the other annual runs to the same area will decline.

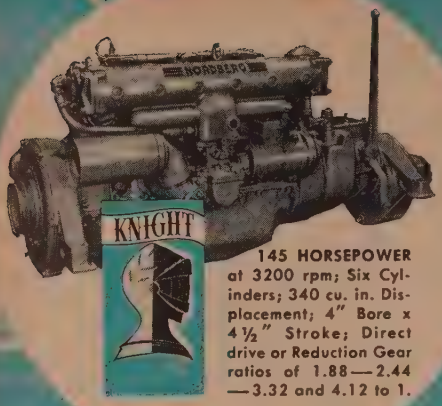
The present and coming period will be one of adjustment, and comparatively large escapements in specific spawning and rearing areas may produce at considerably different rates creating phenomenal returns in some instances and relative failures in others. Both Chilko and Stellako Rivers appear to be undergoing this readjustment. Chilko, however, was not expected to produce at high rate this year, since the 1948 and 1949 year classes apparently were already competing for dominance with the 1948 year class emerging as the temporary "victor." Whether this will remain the permanent situation may be determined in the next quadrennial cycle. The 1946 Chilko population was not fished, so the escapement represented practically all of the run. The 1950 population *was* fished, and because of a low rate of reproduction the normal adult escapement declined approximately 65%.

The 1950 Stellako population produced in 1946 competed with the very productive year class of 1945. The decline in the 1950 escapement can be attributed to a more intense fishery than occurred in 1946 on the same population, and perhaps to a lower rate of reproduction caused by an apparent conflict in the two year-classes now competing for dominance.

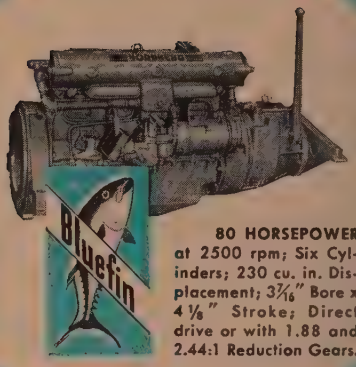
The decline in the Adams River and Little River runs has already been considered in an earlier issue of the PACIFIC FISHERMAN, but the increase in the Seymour population to the same district should be noted again. The increase in the escape-

ACKNOWLEDGEMENT

Pacific Fisherman is indebted to the staff of the International Pacific Salmon Fisheries Commission for these data on Sockeye spawning escapements to the Fraser River system; and for the study of annual variations in productivity of spawners from which "dominance" of Sockeye runs emerge.



145 HORSEPOWER at 3200 rpm; Six Cylinders; 340 cu. in. Displacement; 4" Bore x 4½" Stroke; Direct drive or Reduction Gear ratios of 1.88—2.44—3.32 and 4.12 to 1.



80 HORSEPOWER at 2500 rpm; Six Cylinders; 230 cu. in. Displacement; 3 7/16" Bore x 4⅛" Stroke; Direct drive or with 1.88 and 2.44:1 Reduction Gears.

ound the Compass . . . smart skippers are switching to NORDBERG

95 HORSEPOWER at 3200 rpm; Six Cylinders; 230 cu. in. Displacement; 3 7/16" Bore x 4⅛" Stroke; Direct drive or Reduction Gear ratios of 1.88—2.44—3.32 and 4.12 to 1.

● *360 degrees around the compass* . . . wherever there are fishing craft, you'll find more and more skippers switching to dependable, economical Nordberg Gasoline Marine Engine power. The answer is simple, when you realize that Nordberg gives you more for your money, with such features as seven main bearing crankshafts—new, positive, easily maintained water pumps—the exclusive *STA-NU-TRAL* Clutch—and 100% heavy duty, full marine construction from stem to stern. *Write for your copy of BULLETIN 188, which describes all four of these great engines.*

110 HORSEPOWER at 2500 rpm; Six Cylinders; 320 cu. in. Displacement; 4" Bore x 4¼" Stroke; Direct drive or Reduction Gear ratios of 1.88—2.44 3.32 and 4.12 to 1.

NORDBERG MFG. CO., Milwaukee 7, Wis.

BUSCH-SULZER

NORDBERG

NORDBERG

ment to this stream was 460% over the previous cycle in spite of partial fishing in the 1950 cycle which did not exist in 1946. The young of both the Adams and Seymour River Sockeye spend the first year of life in Shuswap Lake. One declined; the other increased.

The nucleus of a native run on a second annual cycle is apparently establishing itself in the Quesnel system, where 400 fish appeared in 1950 from a spawning of 58 fish in 1946. Two cycles out of four are now producing, with the 1949 cycle being well started towards rehabilitating itself. There were 12,300 fish recorded that year on the spawning beds of the Horsefly and Mitchell Rivers.

The early Stuart, late Stuart, Bowron and Raft River populations all had substantial increases in their 1950 escapements over those recorded in 1946.

Escapements to the lower river were approximately the same.

Unusual numbers of 3-year-old males appeared on the spawning grounds of Chilko, Adams, Little and Seymour Rivers.

Fraser River Sockeye Escapement

GUI'D FRASER RIVER

District & Stream	Spawning Peak	Estimated Number of Sockeye				Sex Ratio		
		1938	1942	1946	1950	Jacks	Males	Females
LOWER FRASER								
Cultus Lake	11/23–11/30	13,342	37,305	33,284	30,595	667	10,027	19,901
Upper Pitt	9/11–9/14			1945–36,000	42,800		23,369	19,431
Widgeon Slough	11/3	400	529	1,404	600		349	251
HARRISON								
Big Silver Creek		.....	7+	.....	25			
Douglas Creek		.....	67	.....	100			
East Creek		104+	.....	200	100			
Harrison River	11/6–11/10	0	112	15,631	33,860	819	14,711	18,330
Hatchery Creek		1,950	875	1,000	150			
Weaver Creek	10/16–10/18	21,500	19,000	36,000	30,700	190	13,720	16,790
LILLOOET								
Birkenhead River	10/3	11,000	87,000	90,000	72,567	8,128	19,956	44,483
Upper Lillooet					200			
SOUTH THOMPSON								
Seymour River	8/24–9/5	.....	1,950	2,600	12,000	1,368	5,772	4,860
Scotch Creek		.....	.....	.....	0			
Adams Lake	10/16–10/20	.....	200,000	6,000	2,000			
Adams River	10/16–10/20	600,000	1,968,000	1,835,000	848,500	19,515	430,190	398,795
Little River	10/16–10/20	175,000	400,000	419,000	376,900	15,830	182,535	178,535
Shuswap Lake	10/16–10/20	1,130	Present	36,000	29,100			
South Thompson	10/16–10/20	.....	Present	92,000	41,500			
NORTH THOMPSON								
Raft River	8/25–9/5	500	450	3,000	6,400		2,989	3,411
CHILCOTIN								
Chilko River	9/20	6,000	34,100	58,600	29,800	8,677	9,223	11,900
Chilko Lake		.....	.....	350	Present			
Taseko River		.....	.....	.....	500			
QUESNEL								
Horsefly River	8/25–8/27	0	0	58	400		119	281
Little Horsefly R.	10/10	.....	0	.....	6			
Mitchell River		0	0	2	0			
NECHAKO								
Endako River	9/1	65	309	368	900	8	412	480
Nadina River	8/23	30	62	66	1,950		995	955
Nithi River	8/16	50	1	4	125		47	78
Ormonde Creek	8/19	8	54	193	732	3	346	383
Stellako River	9/30–10/1	3,077	48,064	245,200	145,100	87	58,954	86,059
STUART								
Ankwil	8/16	.....	.....	.....	67			
Bivouac	8/8–8/12	.....	.....	.....	2,320			
Driftwood River	8/23	0	.....	5	144			
Dust Creek	8/16	.....	.....	.....	1,125			
25 Mile Creek	8/16	.....	.....	.....	521			
15 Mile Creek	8/16	.....	.....	.....	54			
5 Mile Creek	8/16	.....	.....	.....	162			
Fleming Creek		3	.....	.....	.....			
Forfar Creek	8/8–8/12	2,608	3,244	1,822	10,259	33	4,981	5,245
Forsythe Creek		.....	.....	.....	2			
Frypan Creek	8/16	.....	.....	.....	69			
Gluske Creek	8/8–8/12	.....	1,734	2,905	11,007	15	4,466	6,526
Kazcheck Creek		2	1	60	243			
Kynoch Creek	8/8–8/12	1,575	1,949	1,843	24,644	192	12,534	11,918
Leo Creek	8/16	.....	.....	.....	97			
Middle River	9/14–9/15	31	Present	488	2,600		1,368	1,232
Narrows Creek	8/16	64	100	277	2,265			
Point Creek	8/16	.....	.....	.....	42			
Rossette Creek	8/8–8/12	10	929	2,641	6,260	40	2,903	3,317
Sakeniche Creek	8/16	.....	.....	.....	234			
Shale Creek	8/16	.....	50	61	628			
Tachie River		.....	.....	14	200			
NORTHEAST								
Bowron River		1,305	1,826	6,951	16,266		7,938	8,328
		839,754	2,807,718	2,893,027	1,786,819			

Howard Bailey, Famous Salmon Superintendent, Dies

F. Howard Bailey, vice president and general superintendent of the Kadiak Fisheries Co. and the Chignik Fisheries Co., died in Seattle March 6 after a short illness. He was 59.

With him passed one of the foremost figures among active salmon cannery operators. He was widely known as one of the industry's most effective cannery executives. Notable among his accomplishments was his planning and direction of the reconstruction of the Kadiak company's Port Bailey cannery, which burned in August, 1948, and was operating again the following June. (A story told in this journal for August, 1950.)

Mr. Bailey first went to Alaska about 30 years ago, and operated canneries in all districts of the territory. He was a superintendent for the Pacific American Fisheries for a number of years, and also for Alaska Consolidated Canneries. Later he was associated with the late Alex Bradford in the floating cannery "Santa Flavia" on Bristol Bay.

He joined the Kadiak Fisheries Co. in 1932 and continued with that firm and its related Chignik Fisheries Co. until his death.

Mr. Bailey built a number of Alaska canneries, including those at Gambier Bay and Metlakatla, beside of course the Kadiak plant at Port Bailey, which was named in his honor.

He was one of the original members of the industry's labor committee which initiated joint negotiations with employees; and always took an active part in the affairs of the Alaska Salmon Industry, Inc.

Mr. Bailey is survived by his widow and one son, Frederick W. "Bud" Bailey; three grandchildren; and his parents, Fred J. Bailey of Port Townsend, and Mrs. Eliza M. Bailey of Seattle.

Juneau Shrimp Trade Prospects Looking Up

Prospects for shrimping in the Juneau area are brightening with the explorations being made by Earl Benitz of the 48′ trawler *Baranof*, despite bad weather which has caused some delay.

Don Milness of the Anchor Fish Co. floater, hopes for a 9 to 11-month operation employing about 30 persons. Explorations have been made in Auk Bay and around the mouth of Taku Inlet. The shrimp will be quick-frozen for local markets and shipments to the states.

SINCE 1895

KELLEY–CLARKE CO.

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SELLING AGENTS

CANNED SALMON

NORTHWEST TUNA

DUNGENESS CRABMEAT

B.C. Seeks Way to Waterpower Without Sacrifice of Salmon

British Columbia authorities on the development of natural resources made it clear during their annual conference in Victoria in March that they aren't prepared to let the salmon industry be sacrificed to the waterpower interests, without a fight.

However, the traditional controversy between fish and power may be settled amicably in British Columbia, after all. Both groups had spokesmen at the conference, and each recommended a policy of coordination. One proposal, offered by an independent delegate, for the creation of a permanent board under government auspices, but with representatives from all interested groups, to deal with water use in the province, received wide support.

The advocate of such a board, R. L. Haig-Brown, noted author on river life in the Northwest, deprecated the situation which made it necessary for power and fisheries groups to work more or less in the dark so far as each other's planning was concerned.

The Natural Resources Conference, which is an unofficial organization with representatives from government and industry, went on record as favoring close co-operation between the fishing and hydro industries.

S. R. Weston, chairman of the British Columbia Power Commission; R. E. Potter, executive assistant, Fraser River Basin Board, and two officials of the B.C. Electric Co., comprised the power panel in the discussion, and fisheries were represented by Milo Bell, chief engineer, International Pacific Salmon Fisheries Commission; A. H. Sager, Salmon Canners Association; Peter Larkin, of the University of B.C., and Dr. R. E. Foerster, Pacific Biological Station.

"Let's have both fisheries—and power," declared Mr. Weston. "But from time to time some authority must determine which is the more important in specific cases. Let's hope that in such instances the decision is based on realistic comparative values rather than on propaganda of special interests."

In making a plea for preservation of the Sockeye salmon fishery on the Fraser, Mr. Sager expressed the view that salmon would still be considered an important food source when present hydro-electric installations had become obsolete, and he argued that the relative importance of power and fish could not be fairly determined on a dollars and cents basis.

C. Gordon O'Brien of Ottawa is the new manager of the Fisheries Council of Canada, succeeding Clive Planta, who was recently appointed deputy minister of fisheries for the province of Newfoundland. Mr. O'Brien has been general secretary of the Agricultural Institute of Canada for the past ten years.

Mr. Bell emphasized that the fisheries group was not opposed to power development, but it urged that development be confined to areas least likely to damage the fisheries, and he expressed the hope that the power companies would take fisheries representatives into their confidence in their engineering plans so that adequate measures might be taken to protect the salmon runs likely to be affected. He recalled instances where lack of such co-operation had resulted in serious losses to the fishing industry. Location and size of power plant, characteristics of runoff and surge, eddies, head pool velocity, type of energy dissipator, expected loads during migration periods were all factors that had to be considered.

B.C. Electric's director of research, Dr. H. L. Purdy, estimated the value of aggregate power potential on the Fraser at $135,000,000 annually.

Dr. Foerster warned that once a fishery is destroyed, the loss is not for a single season but for all time. Effect of dam construction on the salmon's environment was something difficult to assess, and to meet the problem would require the utmost preparedness and ingenuity on the part of all interests concerned.

Viewpoint of the individual fishermen was expressed by Elgin "Scott" Neish of the United Fishermen and Allied Workers.

"The last thing we want to do is to destroy the fisheries resources of the Fraser," said McNeely DuBose, vice president of Aluminum Co. of Canada, whose application for power rights first on the Chilko and then on the Nechako watersheds of the Fraser brought the fish-power controversy into sharp focus in recent years.

Mr. DuBose intimated that while the fishing industry had opposed the Chilko application, it had agreed the Nechako development would not harm the fishery—a point that was subsequently challenged by R. E. Walker, of B.C. Packers, Ltd., vice chairman of the Salmon Canners' Operating Committee, who pointed out that at the government hearing it had been stressed that if the flow of water in lower streams was drastically reduced by Nechako dams the salmon runs might be seriously jeopardized.

Dr. Van Cleve Studies Japan's Fish Conservation

Dr. Richard Van Cleve, director of the University of Washington school of fisheries, left for Japan in March to serve as a special consultant for the fisheries division of the Supreme Command, Allied Forces, until about June 15.

Dr. Van Cleve will work with Army occupation forces to help develop a sound plan for fisheries conservation in Japan.

During his absence, Dr. Allan C. DeLacy, associate professor of fisheries, will take over the administrative duties of the school as acting director. D. L. McKernan, director of research for the Oregon Fish Commission, will conduct Van Cleve's classes.

"Ocean Beauty" Family Brand Launched by Related Firms

Following its aggressive and forward-looking merchandising plans as described in the July 1950 issue of PACIFIC FISHERMAN, the Meredith Fish Co., Sacramento, after exhaustive tests with packaging, cartons, label design, and quality control has accepted and is now making available for distribution a complete "family" of fresh frozen fish and sea foods—all under one label—"Ocean Beauty."

Under the "Ocean Beauty" label, which is a five color, natural photographic reproduction of the product on a white background, has been assembled a complete line of Pacific

Panel collection of the fish and seafood items packaged under the "Ocean Beauty" brand.

sea foods, which comprise: skinless fillet of sole, halibut, rockfish, haddock, ocean perch, red Silver salmon, Chum salmon, and dressed smelt.

And in the shell fish line are: Dungeness crab in the shell in ready to eat portions, Dungeness crab meat, Alaska shrimp meat, shrimps, and breaded shrimps.

To market the "Ocean Beauty" line, the Ocean Beauty Sales Co. has been set up as the sales, merchandising, promotion, and advertising entity for the primary producers who are: the Yaquina Bay Fish Co., Newport, Ore., Dudley Turnacliff; Meredith Fish Co., Sacramento, Lloyd Turnacliff; Portland Fish Co., Portland, Ore., Gordon Bruce; and Washington Fish & Oyster Co., Seattle, Wm. S. and Mark Jensen.

Management of the Ocean Beauty Co. is under J. "Joe" Gaglia, food merchandising expert.

Ocean Beauty Sales Co. is packaging its products in 12/1-lb. packages per master carton. To further augment this the company has come up with a 12/4-oz. crab meat; a 12/3¼-oz. shrimp meat, and a 12/1¼-lb. crab in the shell package.

The crab in the shell has an appealing aspect to the consumer, and Ocean Beauty in its endeavor to provide this seafood delicacy on a year 'round basis and with the maximum amount of convenience to the consumer has the product packaged in a Fibreboard bleached, waxed food carton, with the five color, natural photographic reproduction of a Dungeness crab on the top. The crab is cleaned, cooked, and is in ready to eat portions. The portions are placed in a plastics polyethylene bag, heat sealed to minimize oxidization and quick frozen.

Each package is 1¼-lbs. net weight, which is the equivalent of about a 2-lb. whole crab. On the colorful package in addition to the life-like reproduction of a "friendly" Dungeness crab, and the attractive and distinctive Ocean Beauty trade mark, whose distinctive feature is a Mermaid, there are instructions on how to cook, keep and serve the crab, featuring cracked crab, deviled crab, and crab cocktail.

A. J. "Joe" Gaglia, sales manager of Ocean Beauty Sales Co., displaying "Ocean Beauty" packaged frozen crab-in-the-shell in a plastic bag and covering carton.

The other products are packaged in equally as attractive cartons provided by Fibreboard and Marathon, with appropriate directions and recipes.

Says Joe Gaglia about the new package line: "In test markets where 'Ocean Beauty' is placed in cabinets the products met gratifying results.

"The point to be proved was if a continuity of one brand, well displayed, properly priced, attractively packaged, would have a natural appeal to the consumer. Such was found to be the case."

EMPLOYEE-STATUS AND PIECE-WORK TRAWL CONTRACT TO BE TESTED

A strike that kept some 150 dragboat fishermen, and 35 boats in port since Jan. 27 ended Feb. 15 in San Francisco.

The new contract, which recognizes the fishermen as employees of the wholesale fish companies, and sets a piece-work wage scale, is called a trust law violation by the wholesale fish companies.

A test case will be submitted to the courts to determine the contract's legality, but the union ILWU Local 3-34 said that fishing will continue under contract terms until a decision is reached.

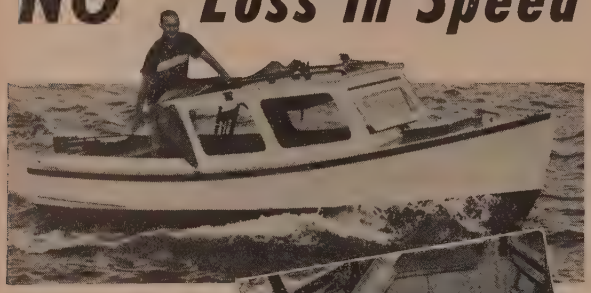
The new San Francisco dragboat pay scale is similar to the pay schedule on the San Pedro purse seine boats fishing tuna and sardines. A sample is as follows:

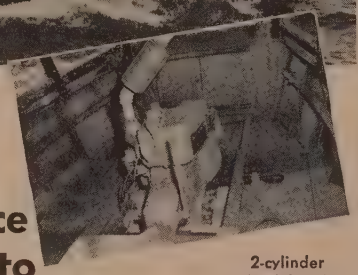
Cents Per Pound to Each Fisherman

	3-man crew	4-man crew	5-man crew	6-man crew
Petrale	1.667	1.250	1.000	.833
English sole (over 13½")	1.296	.972	.778	.648
English sole (11-13½")	.926	.694	.556	.463
English sole (under 11")	.556	.417	.333	.278
Dover Sole	.833	.625	.500	.417
California Halibut (legal size)	3.704	2.778	2.222	1.852

your net profits
. . . Protected and Sold by Marathon's Pictorial Design Frozen Fish Packages
Here's the packaging combination that lets you turn your net-fresh catch into quick profits *whenever the market is best!* The "just caught" flavor and freshness of frozen fish and shrimp are protected for months by Marathon's snow-white, sturdy paperboard cartons. Specially designed for seafoods, these pre-glued, quick set-up cartons step up packaging line efficiency . . . offer seafoods the same high quality protection that Marathon's famous frozen food packaging offers fruits and vegetables.
And . . . Marathon's sparkling-color TYTON* Overwraps give seafoods new appetite appeal. Self-selling pictorial reproductions—executed and roto-printed by Marathon—attract shoppers, identify product and brand at a glance, and win *impulse* purchases.
*REG. U. S. PAT. OFF.
MARATHON
Protective Packaging
FOR AMERICA'S FINEST FOODS
For information and samples ask your Marathon salesman or write Marathon Corporation, Menasha, Wisconsin.

"70% Less Fuel with NO Loss in Speed





That's My Boat's Record Since I Switched to WISCONSIN *Air-Cooled* INBOARD POWER!"

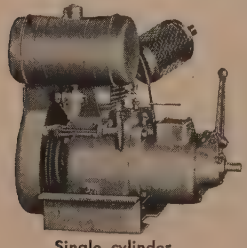
2-cylinder Model TFM

Here's what sportsman V. A. Rickard, West Palm Beach, Florida, says . . . one of the thousands everywhere who are sold on Wisconsin Air-Cooled Inboards:

"I recently purchased a TFM model 13 hp. two-cylinder Wisconsin Inboard for my 16½ foot fishing skiff, replacing a well-known, water-cooled six-cylinder engine. Instead of using a 12 x 12 wheel, my boat is now equipped with an 11 x 8 wheel. I travel just as fast as I did with the old inboard, BUT I USE 70% LESS FUEL. Displacement is much less since the engine is lighter, and I can haul more per trip."

Light weight, compact design and rugged construction account for only part of this success story. High tension rotary-type OUTSIDE Magneto, with impulse coupling, operates as an entirely independent unit . . . saves fuel through quick starts in any weather and provides smooth, dependable ignition. Also, the "Mag" can be serviced or completely replaced in a few minutes. Center bowl carburetor assures efficient, economical high or low speed operation at any angle. You get faster starts, complete power control and perfect cooling in any weather. Four models to choose from . . . all 4-cycle types, 4 to 13 hp.

Single cylinder models ABM & AKM, 4 to 5.8 hp.



Single cylinder Model AEM, 7½ hp.

Ask your marine equipment dealer or boat builder about a Wisconsin Air-Cooled Inboard installation. Write today for Bulletin S-116 and name of our nearest distributor.

WISCONSIN MOTOR CORPORATION
World's Largest Builders of Heavy-Duty Air-Cooled Engines
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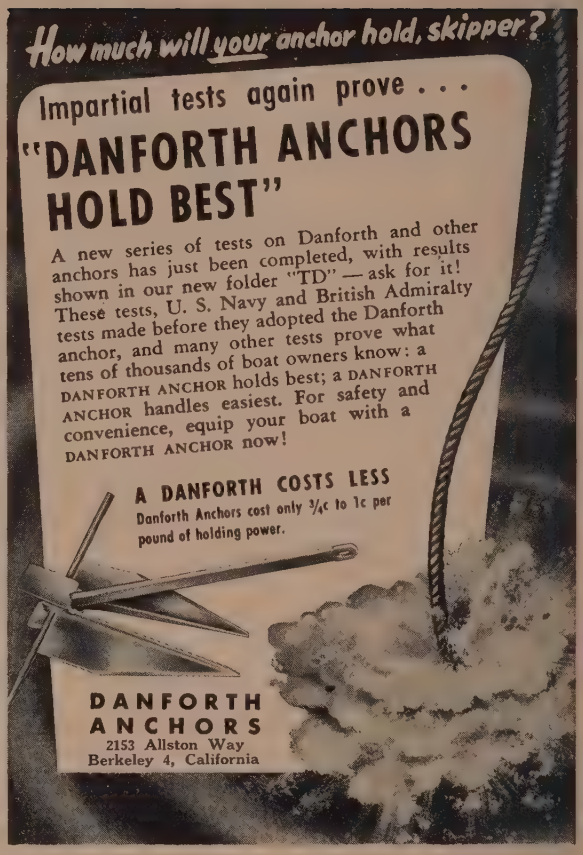
How much will your anchor hold, skipper?
Impartial tests again prove . . .
"DANFORTH ANCHORS HOLD BEST"
A new series of tests on Danforth and other anchors has just been completed, with results shown in our new folder "TD" — ask for it! These tests, U. S. Navy and British Admiralty tests made before they adopted the Danforth anchor, and many other tests prove what tens of thousands of boat owners know: a DANFORTH ANCHOR holds best; a DANFORTH ANCHOR handles easiest. For safety and convenience, equip your boat with a DANFORTH ANCHOR now!
A DANFORTH COSTS LESS
Danforth Anchors cost only ¾c to 1c per pound of holding power.
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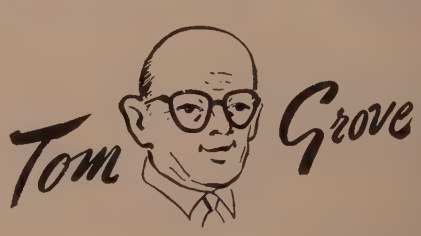
Reduction Problems Our Specialty



SALES AND SERVICE OF

Dewatering Presses
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Wire Conveyor Belts (Fillet Lines)
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Grove Processing Equipment Inc. (Ltd.)

VANCOUVER	SEATTLE
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PRECISION FILLETING

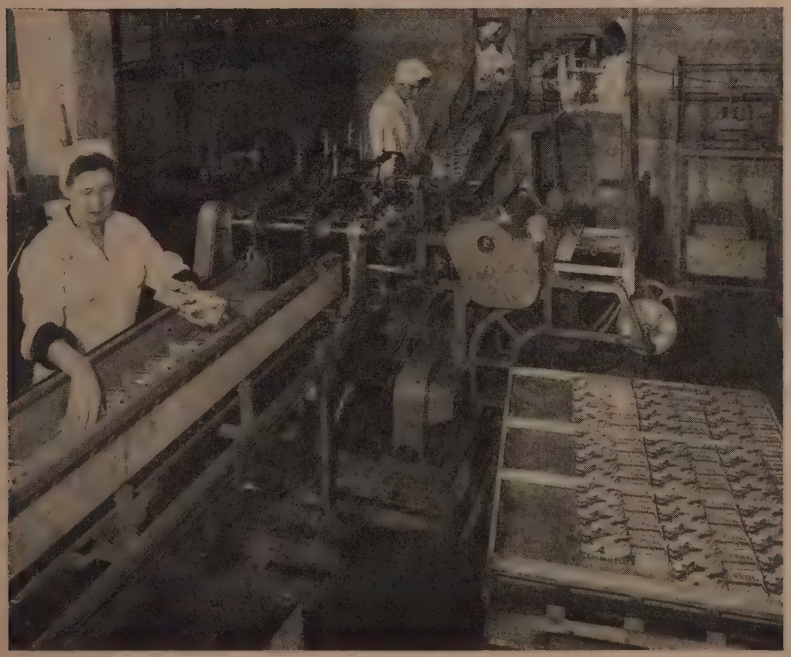
Here exact weight portions of fillets are weighed-out and passed on trays to the packers who carefully place them by hand in the attractively colored "Hy-Wave" brand cartons, which then pass by conveyor to the wrapping room adjoining.

The Fishermen's Co-operative Association of Vancouver, B.C., has recently completed installation of a filleting and packaging line to handle between 6,000 and 7,000 pounds of fillets a day.

In the filleting operation there are actually five conveyor lines, all constructed of balanced weave wire made by California Wire Cloth Co. Known as the Grove system, the line was installed under the personal supervision of Tom Grove of Grove Processing Equipment, Ltd. The five motors driving the belts are U. S. Syncrogear units.

The operation is located at the association's plant on Commissioner Street on the Vancouver harbor front. G. T. Greenwell is manager of the association, and G .W. Crane manages the plant with Ted Fuller as filleting foreman.

Where Hy-Wave fillet packages are cello-wrapped on a Package Machinery Co. automatic machine, and then transferred to the freezing trays where they are frozen under pressure. Note that the fillets reach the wrapping machine from the carton-filling department adjoining with no time-lag.



Sole, lingcod and grey cod are the species principally handled at this plant. The fish are delivered direct to the wharf by boat and lifted from the hold by a 2000-lb. capacity hydraulic winch which dumps its load on the sorting table, where the sorting is done. The fish are then placed in fish carts or boxes and moved by Towmotor to the floor to be iced in preparation for filleting. From there they are transported by Towmotor and dropped into a hopper.

An elevator brings the fish up out of the hopper to the level of the filleting line, three lines of water jets spraying and washing the fish during the elevation to the filleting table.

Round fish pass along a balanced weave wire conveyor belt which, however, is not a continually moving unit. Fillets after cutting are placed on a wire belt of similar type above the fish conveyor. The other three conveyors are (1) in the elevator, (2) on the refuse chute and (3) for refuse elevator.

The fillets drop off the top belt to an ascorbic acid dip tank, and the inedible portions pass down through

G. T. Greenwell, manager of the Fishermen's Cooperative Association of British Columbia, stands in the middle of this picture at the F.C.A. plant, Vancouver. G. W. Crane, plant manager, is on the left, and Capt. Ray Prince, skipper of the *Violet P.*, whose sole cargo was being discharged, is on the right.

a chute to another belt which conveys them outside the plant for conversion into mink food.

After passing through the ascorbic acid tank, the fillets are collected in aluminum trays and conveyed to a weighing table, where they are segregated into portions of one pound even weight. The fillets are then wrapped in cellophane and placed in one-pound cartons.

A wire conveyor belt carries the fillets in their cartons, delivered to the line by Cliklok forming machines manufactured by Cliklok Corp., New York, to an FA model wrapping machine built by Package Machinery Co., of Springfield, Mass., which cello-wraps the carton.

The wrapped, sealed cartons are then placed on freezing trays by hand, 700 pounds to the stack. The trays are transported by truck to the adjoining plant of B. C. Ice & Cold Storage, Ltd., where they are placed in Finnegan freezers for storage and overnight freezing. When the freezing has been completed, the trays are returned to the association's plant and the cartons are placed in cold storage until shipped, under the Hy-Wave brand, to co-operative marketing affiliates in Canada and the United States.

Discharge end of the fillet line in the Fishermen's Cooperative Association plant, Vancouver, B.C., showing the balanced-weave wire conveyor belt used on the Grove Processing Co. mechanized fillet table. Fish are delivered by conveyor at table height, and fillets removed by the top conveyor, well above any flurry. Offal drops through chutes and is removed by a belt below. Cut fillets slide into a stainless, perforated lug for the ascorbic acid dip employed to protect flavor and color from undesirable changes in storage.

Fred Morton Named D.F.A. Area Director

Appointment of Frederick G. Morton as area representative for the Defense Fisheries Administration in Washington, Oregon, and Alaska was announced recently by Secretary of the Interior Oscar L. Chapman.

The new field office which will be located in Seattle, Wash., is now temporarily located in Room 706, Federal Office Building.

Mr. Morton will handle local material, production, manpower and other problems confronting the fishing industry in Washington, Oregon, and Alaska as a result of the stepped-up defense production opertions. He will also serve in a liaison capacity between the fishing industry in that area and the Washington offices of D.F.A. With this regional setup, many problems can be solved quickly at the local level without referral to the Washington headquarters.

Mr. Morton has been in the employ of the Fish and Wildlife Service and the former Bureau of Fisheries since 1930 with the exception of the period from 1937 to 1940, when he was with the United States Army Engineers at Portland, Ore., as inspector of fishways on the Bonneville Dam, and two years spent in private industry. For nearly nine years he was in the Alaska field service in fishery management and enforcement work.

Canada Joins U. S. Stand on Japanese Fishing

Asked in the House of Commons at Ottawa whether any action had been taken by Canada similar to that of the United States to insure protection of fisheries on the Pacific when the treaty with Japan is drawn up, Fisheries Minister R. W. Mayhew replied in the affirmative.

The question had been asked by E. T. Applethwaite, member for Prince Rupert (Skeena).

"Canada and the United States," said Mr. Mayhew, "are bound by several treaties for the conservation and development of some of our most important fisheries on the Pacific Coast, and therefore have a mutual interest in protecting these fisheries. The departments of the two governments responsible for fisheries have accordingly been in consultation with each other with the view of finding an acceptable method for the safeguarding of our joint interest in these fisheries and having it embodied in some form of agreement with Japan."

STANDARD ENGINEER'S REPORT

DATA

PRODUCT: Standard Diesel Fuel

UNITS: 125 H.P. Atlas diesels

CONDITION: Fishing off Pacific Coast — bottom fish

PERIOD: 15 years

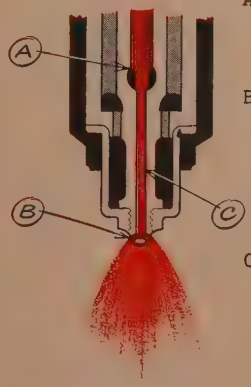
FIRM: Consolidated Fisheries, Inc., San Francisco

No diesel fuel-system trouble in 15 years of fishing!

FUELED WITH STANDARD DIESEL FUEL SINCE 1936, this engine in Consolidated Fisheries' trawler Crescent No. 2 has been in tough coastal fishing service all that time without fuel-system trouble. Injectors have received only the usual checking and cleaning. (The two other boats in Consolidated's fleet have operated for shorter periods with the same record.) Engines are worked hard. The 60-foot boats fish some 600 miles of coastal waters, buck tides and often heavy weather with catches weighing up to 10,000 pounds.

SPECIAL PRECAUTIONS are taken on these boats to keep fuel from being contaminated with dirt, grit and water, thus eliminating much of the cause of excessive wear on diesel engine fuel parts. Standard Diesel Fuel is delivered to you 100% clean through special handling. Keep it clean and you will cut maintenance costs.

How Standard Diesel Fuel cuts repairs and ups engine efficiency



A. Complete distillation and 100% cleanliness prevent wear of fuel-system parts.

B. Proper ignition quality provides even burning and sustained power with minimum combustion shock, quick starting and smooth idling.

C. Has correct viscosity to provide lubrication of fuel-system parts—assures less wear, minimum leakage and clean injection cut-off.

FREE FOLDER on Standard Diesel Fuel, and Standard Automotive Diesel Fuel for certain high-speed engines that require a premium quality high-cetane fuel. Gives complete information, tells how to keep fuel clean. Write or ask for it today.

STANDARD DIESEL FUEL

TRADEMARK REG. U.S. PAT. OFF.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

Fish Divoteers Prepare For Tourney Apr. 20

Leif Eriksen, president of The Fish Divoteers, the organization of active golfers in the fish affiliated industries in the Pacific Northwest, has announced the appointment of the following committees for 1951:

Sponsors Committee—Frank Royce, chairman, Don Knowles, John McCallum, Henry Russell and Bob Gilman.

Entertainment—Glenn Wicker, chairman, Joe Glass.

Membership—Harold Roslund, Bob Dignon and Walt Hanson.

Tournament—Joe Brennan, chairman, Jack Pierce, Eldon Erickson, Phil Hanson, Chas. Sherriff, Ray Wallitner, Walt Meredith and Karl Paulus.

Publicity—C. L. Hillyard and Fred Geibel.

Other 1951 officers are Gordon Davis, vice president; Bernard E. Anderson, secretary; and Harold Maddock, treasurer.

Preparations are now being made for The Fish Divoteers annual Spring Golf Tournament, which will be held April 20 at the Rainier Golf and Country Club.

Robert J. Schoettler, Washington's new director of fisheries.

Coast's New Name

Coast Fisheries, division of Quaker Oats Company, is the new name, effective March 1, of the Coast Fishing Company, Wilmington. The Chicago concern acquired this veteran fish packing plant, and processors of the nationally-distributed "Puss 'N Boots" cat food, late last year.

"Malaspina" Floater Firm is Launched

Organization of the Malaspina Fishing Co. to operate the freezership *Malasina* was announced in March by Rolf Ostrem, William Jones, Joseph Jones, Carl Paulus, Franklin Thomas and Ben Oliver.

They will operate the refrigerated vessel, a converted 136′ minesweeper, in the Alaska service, with tentative plans for opening the 1951 season on Bristol Bay.

Offices of the company are at 908 Lowman Bldg., Seattle 4.

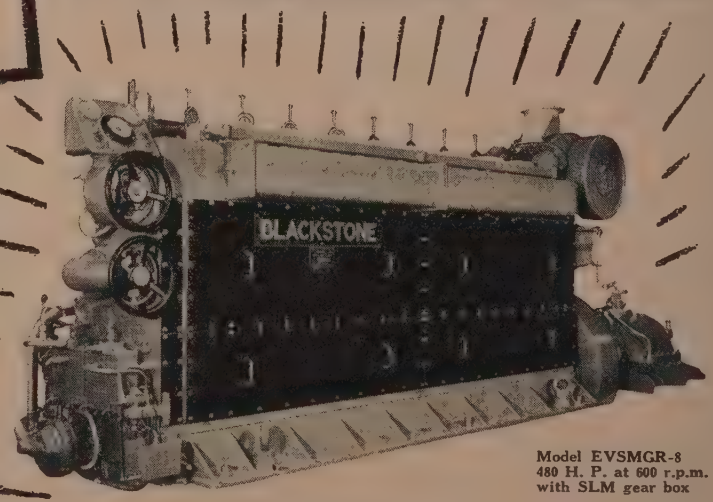
Turner Succeeds Bailey With Kadiak and Chignik

Charles P. Turner will succeed the late F. Howard Bailey as vice president and general superintendent of the Kadiak Fisheries Co. and the Chignik Fisheries Co., it was announced the middle of March by Leo T. Kreielsheimer, president of both companies.

Mr. Turner was superintendent of the Port Bailey cannery in 1950. He joined the Kadiak organization in 1937 as a tender skipper, later becoming an outside superintendent, and then cannery superintendent.

Lister-Blackstone Announces . . . AN ACHIEVEMENT OF —

THOROUGHBRED POWER AT A CHALLENGING PRICE!



Model EVSMGR-8
480 H. P. at 600 r.p.m.
with SLM gear box

Available in three, four, five, six and eight cylinders. Supercharging on four, six and eight cylinder models.

Separate, oil-operated gear box.

Write for information outlining your requirements.

The New 'EV' Series

145 H. P.- 480 H. P.

★ Prompt Deliveries

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LISTER-BLACKSTONE, Inc.

Factory, Sales & Service Headquarters

420 LEXINGTON AVENUE, NEW YORK 17, N. Y.

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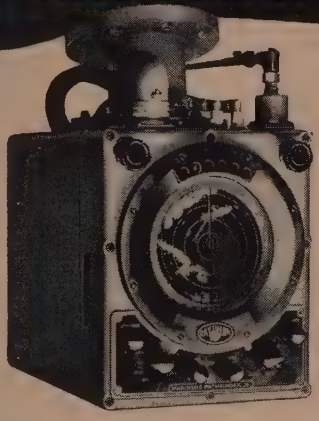
It's Clear Sailing with MARINERS PATHFINDER* Jr. Aboard SMALL VESSELS



REASONABLY PRICED TO FIT YOUR BUDGET

Now all types of small craft from tugs to fishing vessels can sail safely in every weather with a Mariners Pathfinder Jr. Only 250 lbs. in weight, it is easily installed in the limited space available in small vessels. Its comparatively *low cost* means every boat owner can afford a Mariners Pathfinder Jr.

Submarine Signal Marine equipment is available on convenient budget terms. Write for information.

SUBMARINE SIGNAL DIVISION
RAYTHEON MANUFACTURING COMPANY
DEPT. 6460-BB, WALTHAM 54, MASS.
*Reg. U. S. Pat. Off.

ALL SIZES OF
PETTER DIESEL ENGINES
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only at
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UNIVERSAL TRUE-MARINE Electric Plants

For safest, most satisfactory service, get a Universal *True-Marine* Electric plant. Gasoline and diesel-powered models from 250 watts to 35 KW., AC and DC—for the right model for your boat. Write for catalogs.

Universal Motor Co.
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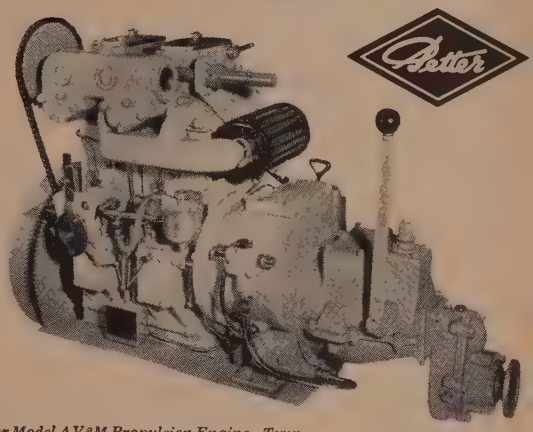
Seattle—Pacific Marine Supply Co. • San Francisco—Thomas A. Short Co. Los Angeles, San Diego—Shepherd Diesel Marine • Honolulu—McWayne Marine Supply Co. • Prince Rupert, Vancouver, Victoria—Edward Lipsett, Ltd.

SAVE! *Before you buy a new engine — propulsion or auxiliary ... compare* **Petter** *Diesels!*



Petter Model AV2M Propulsion Engine—Twin cylinder, 4-cycle, 10hp at 1500 rpm. Direct drive or 2:1 reduction gear. Optional Auto-Lite electric starting; remote throttle control.

LOW INITIAL COST — *compare and you'll find Petter is the world's biggest value in small marine diesels!*

OPERATING COST — *only ¼ the expense of running gasoline engines!*

AVAILABILITY — *Petter dealers in major U.S. cities assure immediate availability of engines, parts and service.*

You'll be money ahead, and have a better engine as well, when you choose a Petter Marine Diesel for your boat. The purchase price is lower, operating costs are less... and you'll have the peace of mind that comes from knowing your ruggedly built Petter Diesel is world-renowned for its long life and reliability. In 100 countries Petter Diesels are sold and serviced, and have been for many years. Compare Petter Diesels now, at your nearest Petter dealer. He will show you engines that are immediately available... and he'll also gladly make up a Petter auxiliary unit that will meet your needs perfectly.

PETTER DIESELS SOLD & SERVICED IN YOUR AREA BY:

Motor Parts Machine Co.
815 East Pike Street
Seattle 22, Wash.

Shepherd Tractor & Equip. Co.
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Sparks-Wills, Inc.
1215 S.E. Grand Ave.
Portland 14, Oregon

West Coast Engine & Equip. Co.
915 Ashby Avenue
Berkeley 2, Calif.

ABOE, Inc.
Petter Engine Division
350 Fifth Avenue, New York 1, N.Y.

Please send me without obligation complete information and prices on the Petter Diesel.

☐ Propulsion ☐ Auxiliary Use

Horse power required_____

Name_____

Address_____

City_____ Zone____ State_____

Type of Business_____

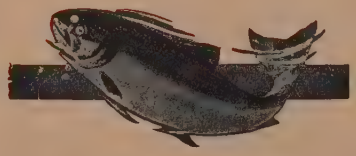
A Continuously Constructive Force in the Salmon Industry . . .

OCEANIC SALES COMPANY

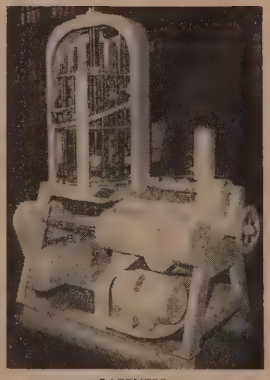
3302 Smith Tower

SEATTLE 4, WASH.

CANNED SALMON



Cable Address:
"NAECO" All Codes



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STANDARD *for the fish canning industry*

The FIRST and ORIGINAL

Fully automatic "C & F" Tuna Fish Packer for half pound and one pound cans. Fully adjustable to control the exact amount of fish placed in the can. Variable capacity from 50 to 200 cans per minute. The Standard Packer is in operation in all major fish canneries.

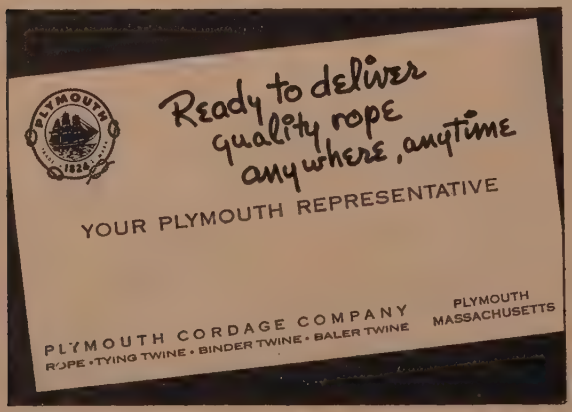
Also

manufacturers of Cookers, Retorts, Packing tables, Cleaning tables, Retort baskets, Can aligners and unscramblers, Tray racks, Cannery casters, Conveyors and Tanks.

"Since 1855"

STANDARD IRON WORKS

Harbor Drive at Beardsley — San Diego, Calif.



Ball-Band Boots for Longer, Comfortable Wear

Fishermen enjoy full protection with day-long comfort in this lightweight, special Ball-Band Vac quality boot. Buy Ball-Band for honest boot value.

TRADE MARK

Look for the Red Ball on the Boot

BALL-BAND
MISHAWAKA · INDIANA

FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Convention Conferences Confirm Essential Soundness in Salmon

Conference rather than selling was the primary concern of the canned salmon trade at the Chicago conventions in February, and there were enough people on hand to satisfy the most conference-inclined broker in the business.

Some business was passed nevertheless, generally of odd-lot character in which the trade took up the small stocks of various items. This is not to say that no sales were made in Chums, for some worthwhile orders were taken there.

Sellers returned to the Coast with their confidence in the soundness of the Chum position confirmed. The trade was interested in supply rather than in price—for freeze-period prices on canned fish generally make it an economical diet item compared with meats. That's a fundamental factor in fish selling.

Two dominant topics in convention conversation were:

1. Will the price of raw fish for canning be stabilized?
2. How much of the 1951 salmon pack will federal procurement require?

Although there was no official answer to either query, informed sources indicated that *cannery fish would be brought under control before operations begin.*

Federal draw on canned salmon hasn't even been hinted. For the present, such purchasing evidently is over; and the pattern of 1951 procurement hasn't yet even been sketched. That there will be buying tantamount to requisition cannot be doubted. This was made plain during the convention by the action of procurement authorities "inviting" fruits and vegetable packers to call at headquarters and discuss federal requirements. There wasn't any arm-twisting, but maybe that was because no one held back.

East Indies' Sardine Shopping Believed Too Late for Volume

At the middle of last month Singapore and the Philippines were trying to buy undisclosed quantities of California canned sardines, 15-oz., tall natural; 15-oz. tall tomato sauce, and 15-oz. oval, tomato sauce, but unless some producer is holding a quantity as a secret, it was thought to be highly improbable that there are any stocks in first hands, other than what packers were holding for their regular domestic customers.

It appeared evident to observers that it was not a question of price at that time with buyers, but that sardines were simply not available.

Occasionally a few lots showed up for resale. One lot in particular caused a lot of comment along California Street, because it consisted of 1,000 cases of ovals @ $7.25 per case. Few buyers were inclined to touch it, because the ceiling was not logical.

Observers state that no Pacific mackerel has been caught for the past 30 days with many buyers clamoring to obtain merchandise.

Some packers conservatively packed California herring with many more buyers still in the market, but now the season is over. Most of the herring pack went for $5.75-$6.25 per case, it was said.

Jack mackerel appeared to be available still, according to market observers, because of lower ceilings. Price was $5.00-$5.25 per case, with other packers who were more fortunate holding for $5.50. Not much mackerel was said to be on hand.

Mackerel Sales Are Better Than Fair

Mackerel sales were better than fair last month, although there was practically no Pacific being offered. Most of the fish being delivered to Southern California plants was Jack. In February 2,676 tons were unloaded at Los Angeles-Long Beach canneries, and 37,650 cases produced. Northern California packed from 188 tons of Jack, packing 3,626 cases.

With Jack selling around the same price, wholesale, as canned sardines, if these were available, $5.00 to $6.00, talls, 48, packers anticipated a good movement through the year. Pacific quotation was $6.75 but there was none to be had.

Mexico's Export Tax Favors Eastern Shrimp

Some modification of Mexican export valuation on shrimp exports, announced by the Mexican government, February 3, apparently, for some reason operators on the Pacific side cannot understand, favors the Gulf of Mexico.

Fresh and frozen shrimp from the Gulf of Mexico are now taxed at a lower rate than those from the Gulf of California. Valuation for export tax purposes of fresh and frozen shrimp from Mexico's Pacific shrimp fishery, is 8,000 pesos per net ton—about 42¢ per lb.—whereas Gulf of Mexico shrimp is valued at 6,700 pesos per metric ton—about 35¢ per lb. Previous valuation for all shrimp has been just under 32¢ per lb.

Rinaud Firm Expands By Adding 4 Partners

The E. J. Rinaud Co., New York City food brokers of more than 25 years experience, expanded as they entered 1951, adding four veterans of the organization as partners in the firm, whose principals now include: Edward J. Rinaud, Ralph J. Rothbart, Isaac Jasper, Walter Eden, James E. Rapport, Robert J. Bird and Lawrence J. Finnegan.

The firm feels that its success has been due in no small measure to their activity at the Retail Level in the important grocery stores of their territory.

Post-Convention Tuna Demand Eats Into Stocks

Southern California's tuna-packing industry was facing a real problem last month: How to fill all the orders pouring in from fast-depleting stocks, and very little raw fish to process. The engineers and crews strike had effectually dammed up the sources of new supply.

Since the Chicago conventions sales demand had been brisk and packers were well launched on the greatest advertising and canned-tuna promotion programs in history. The momentum of sales could not be stopped until, unless a miracle happened which none in the industry anticipated or expected, the country ran dry of the canned product.

The situation half way through March was like this: The industry went into 1951 with an estimated 2,000,000-case carryover. This though it gave many packers the financial jitters, was to prove a blessing in disguise.

Normal re-stocking accounted for sales of a lot of this; then Lent came early; great advertising campaigns were turning over stocks on grocers' shelves; increased employment over the country gave greater purchasing power; the government made important purchases.

January and February added better than a million cases to the carryover, but time, due to the prolonged strike, was running out. A potential 40,000 tons in San Diego's 200-clipper fleet, or 1,700,000 cases was still swimming in the Pacific ocean.

On March 1 there was an estimated 5,500 tons on the high seas in clipper holds, representing 200,000 cases. All of this was expected to be in cans by April 1. Purse seine deliveries; perhaps some imports of raw tuna might add another 100,000 cases. That was all!

No one knew, when mid-March approached when the strike would be settled. One thing was sure: No important tonnage could now be expected before the end of April; perhaps into May. It would take the short-range clippers around 35 days to complete the year's initial trip; the major vessels from 45 to 60 days.

By early summer the purse seine fleet, with good luck and weather could deliver 10,000 tons, particularly with mothership assistance from tropical banks.

The moment the strike was settled, fleets of tuna clippers would begin moving to sea, but not all. Many were in yards having extensive repairs, which had been delayed by a shipyard strike at San Diego earlier. Crews would have to be assembled because, as the strike progressed into weeks many —it was estimated as high as 70%— had sought employment in defense work.

Packers naturally felt a bitter disappointment that plans for the greatest sale of canned tuna ever in 1951, were being disrupted by the work stoppage.

San Carlos Canning Co., Oxnard, suffered a fire in February. However, damage was slight. **Milton J. Milan** is manager.

Nefco Names Welles In Southern Calif.

The Seattle headquarters of New England Fish Co., canners of salmon, tuna and crab, announce the appointment of Ray L. Welles Company, Los Angeles, to cover their canned seafoods line for Southern California.

Parrott Add Maine Sardines to its Line

Parrott & Co., pioneer West Coast food distributors, with headquarters in San Francisco has been appointed exclusive distributor for the Pacific Coast for the line of canned Maine sardines packed by American Sardine Corporation, Lubec, Me.

Parrott & Co. will hold stocks at their various Pacific Coast warehouses for the convenience of the trade.

Scant Stocks Left Of Big Sardine Pack

Situation Sardine was briefly put by a prominent Southern California packer in mid-March: Demand heavy—supply short! Apparently the whole world was trying to buy canned sardines, but there were few to be purchased. It was estimated no more than from 200,000 to 400,000 cases remained in first hands or direct exporters. Generally speaking Southern California—which packed most of the state's 5,000,000 cases during the 1950-51 season—was through until next season.

In early March the Philippines came strongly into the market again, and it was thought a large slice of what was left would find its way there. Most packers were withdrawn from the export market entirely and only one Los Angeles harbor canner was thought to be holding a substantial block of sardines at that time.

Booth's Net Lifted

Robert P. Fletcher, Jr., president of Booth Fisheries Corporation, announces that the company's net profits rose in the 32 weeks ending with Dec. 9, 1950, to $288,605, equivalent to $1.25 per common share after provision for preferred dividends. This was realized on $15,629,045 sales and revenues.

Comparable figures for the previous year were: $202,770 net; 82¢ per share; $14,300,037 volume.

"All-American" King Crab Wins High Rating

Very favorable trade reaction to initial offerings of United States canned Alaska King crab is reported by Ivar Wendt, Seattle food broker, distributing a pack of canned King crab for Deep Sea Trawlers, Inc.

The crab is canned on account of Deep Sea Trawlers, Inc., by the South Bend Oyster Co. at South Bend, Wash.

When King crab is prepared aboard ship for subsequent canning, it is cooked immediately it reaches the deck of the trawler working in Bering Sea. The meat is then shaken from the shell and is frozen in pans in 10-lb. blocks, which are then glazed and stored at low temperature until they can be delivered at the cannery.

A characteristic of Alaska King crab is its resistance to dehydration or flavor changes in frozen storage. Reaching the plant, the crabmeat is thawed, carefully hand-packed by deft white women workers, and processed.

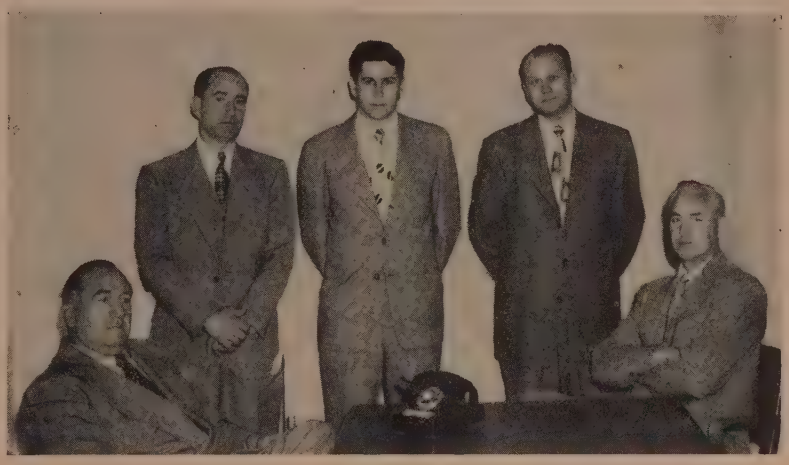
The goods are being marketed under Mr. Wendt's "All-American" brand. Current price is $33 per case of 48 halves.

Mr. Wendt reports that the trade's reaction to the product has been exceptionally favorable, and that it is generally rated much superior to that received from Soviet Russia. One point of definite difference is the complete elimination of "tendons" from the American pack. These inedible ribbon-like structures have always marked the Oriental packs, but American preparation methods eliminate them entirely.

Deep Sea Trawlers' products, including King crab meat frozen in consumer packages, in blocks for restaurant use, and in the shell both as whole crab and as legs, are distributed in the Pacific area by Mr. Wendt; in the middle states by P. V. Bright & Co., Chicago; and on the Atlantic seaboard by Dudley & Weisl, New York.

Kennedy-Menke Moves

The Kennedy-Menke Co., Inc., food brokers, New York, announce a new location for the company, which is now located at 40 Worth St., New York 13, where their Suite 1103 has telephone Barclay 7-6671.



Reinke & Amende, Inc., Los Angeles and San Francisco, pioneer Gulf of California shrimp distributors, and today brokers and distributors for 15 varieties of frozen fish and seafood, from abalone to swordfish, recently celebrated its 10th anniversary. Left to right: C. Miles Reinke, Jacke E. Turner, Edward H. Schultz, Herbert O. McBride and Ed E. Amende. The firm began in September, 1941, as Reinke, Hiller & Amende, the name being shortened in 1945 when the third partner withdrew. In 1941 the firm sold, in the Los Angeles area the first two cars of Mexican Pacific shrimp shipped by Marine Products Co. from the Productos Marinos de Guaymas freezer. Later, in 1948, Marine Products asked Mr. Amende to open up eastern markets for "Ocean Garden" shrimp, which he did successfully. In 1944 an office was opened in San Francisco, which is now managed by John Martin, formerly of Los Angeles. Combined, the two offices have a personnel of 15. Among products handled by the firm in California, Arizona, Nevada and Texas, is the Icelandic "Coldwater" cod, haddock and perch, which it has handled since 1945. Since the beginning the firm has been the area distributor for "Ocean Garden" shrimp.

Pelican Declares Dividend

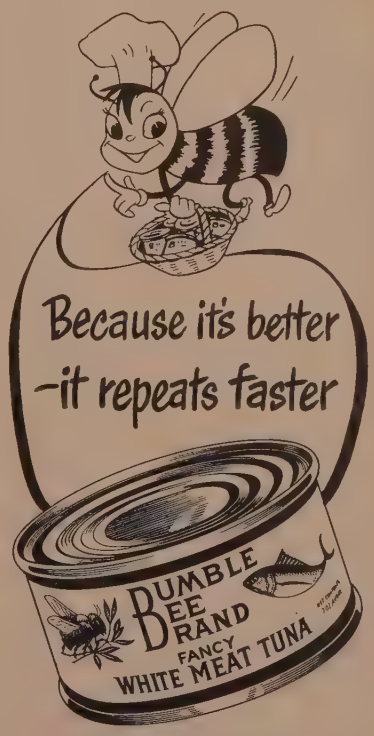
The Pelican Cold Storage Co. paid a 5¢ per share dividend early in the year, it was announced by Prosper S. Ganty, manager, who spent a considerable portion of the winter at the company's Seattle office, 2101 Exchange Building.

Before going north for the operating season, Mr. and Mrs. Ganty took a vacation trip to Hawaii.

Heads Cal-Tuna Sales

R. J. Rohrbach has been appointed sales manager for California Tuna Canning Company, San Diego. He was formerly auditor for San Diego Packing Company, which CTCC recently acquired. Earl M. Nielsen is president, and W. L. Robinson, vice president.

Miss Edith L. Elliott, prominent Canadian home economist, has been appointed chief of the newly-organized Home Economics Service of the Canadian Fisheries Department's inspection and consumer service. Miss Elliott is responsible for the co-ordination of the work of the department's home economics and also for the extension of the efforts being directed through the department's test kitchen to inform Canadian housewives of the proper methods of buying, preparing and serving fish, shellfish and other fish products.



COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

Canadian Salmon Sales Drive Pays Off In Domestic Trade

More Canadians are buying canned salmon as a result of the hard-hitting sales promotion campaign carried out by the canners of British Columbia. Figures for 1950 have not yet been compiled, but the increase in consumption in 1949 over 1948 is estimated at about 10 percent. The campaign was initiated in 1949.

Since year-end stocks of canned fish can only be estimated, precise figures are not available, but total domestic sales of canned salmon in 1949 amounted to about 850,000 cases, or 40,000,000 pounds, and accounted for about 70 percent of all canned fish sold in Canada. In the previous year, about 66 percent was salmon.

Production of canned sardines in Canada dropped from 850,000 cases in 1948 to only 600,000 cases in 1949.

Chief among other canned fish items bought by the Canadian consumer are herring and chicken haddies, the latter from the Atlantic pack. Consumption of these products hasn't changed appreciably in recent years.

Cured fish is relatively unimportant in the Canadian diet when compared with fresh, frozen and canned products. Preliminary statistics indicate that consumption of smoked fish in 1949 declined 1,500,000 pounds below the figure for the previous year.

Collins' Brokers Named

Collins Bros., San Francisco canned sea food distributors, have appointed a number of new brokerage firms to represent their lines. Among them are: Barner & Co., Greenville, Miss.; Charles A. Blake Co., Roanoke, Va.; W. H. Sydnor & Co., Florence, S.C.; Russell W. Johnson Co., Cincinnati, Ohio; and Price-Davis, Inc., Tulsa and Oklahoma City.

Southern California Canned Fish Prices

Quoted f.o.b. cannery at presstime

TUNA	
Advertised Brands:	
White Meat, Fancy	$17.00
White Meat, Standard	$16.50
White Meat, C&F	$14.59 to $14.75
Light Meat, Fancy	$15.25 to $15.50
Light Meat, Standard	$13.00 to $13.50
Light Meat, C&F	$13.00 to $13.25
Private Label:	
White Meat, Fancy	$14.50 to $15.50
White Meat, Standard	$14.50
White Meat, C&F	$12.50
White Meat, Grated	$11.00
Light Meat, Fancy	$13.50 to $14.50
Light Meat, Standard	$12.50 to $13.50
Light Meat, C&F	$11.50 to $12.50
Light Meat, Grated	$10.75 to $11.25
TONNO	
½s/48	$15.75
¼s/100	$16.75
JAPAN TUNA	
White Meat, Fancy	$13.85 to $16.50 Ex warehouse
MACKEREL	
Pacific, tall/48	$6.50 to $6.75
Jack, tall/48	$5.00 to $6.00
SARDINES	
Domestic:	
Talls, nat/48	$4.75 to $5.00
Ovals, ts/48	$6.75 to $7.00
Export:	
Talls, nat/48	$4.10 to $5.00
Ovals, ts/48	$6.10 to $7.00

SEATTLE PRICES

Following prices for Pacific Northwest and Alaska canned fish products are those openly quoted at presstime for this issue. As such, they represent approximate figures at which prices for the several items named were frozen.

Item	Per Case
SALMON	
Sockeyes, Puget Sound, 48/2	$22.00
Medium Red, 48/2	$16.00-19.00
Medium Red, 48/4	$ 9.00- 9.50
Chinook, Std., 48/2	$14.00-17.00
Chum, 48/1	$20.00
Chum, 48/2	$12.00
ALBACORE	
Fancy, 48/2	$16.00-16.50
White, Flakes, 48/2	$12.00
Blended Flakes, 48/2	$ 8.00-10.00
PACIFIC CRAB	
Fancy, 48/2	$28.00
Fancy, 48/4	$15.75
KING CRAB	
American, 48/2	$33.00
PACIFIC OYSTERS	
Buffet, 7¾ oz., 24s	$ 9.00
No. 1 E. O. 10 oz., 24s	$10.00
No. 1 tall, 16 oz., 24s	$14.00

The oldest name in tuna.

The HALFHILL CO. Inc.

Sales Office
5442 Jillson
Union 15107
Los Angeles 22

Van Camp Reports Big Sales, Big Inventory

Van Camp Sea Food Company's balance sheet for the half-year period ending Dec. 2 shows net sales increased 37% over the comparable period in 1949, being $23,979,000 against $17,399,000.

Net profits before federal taxes amounted to $1,686,000 as compared with $864,000.

Gilbert C. Van Camp, president, in a statement to the stockholders declared that 1950 was an exceptionally successful fishing year and, with unexpectedly high imports of tuna, particularly from Japan, Van Camp found itself at the end of the year with unusually high inventories of canned fish. This condition, he said, is generally true throughout the industry.

"Recent newspaper comments expressed, in our opinion, overly pessimistic concern because of high tuna inventories," he declared. Compensating factors to be considered were:

The seasonal catch of albacore, July through November, making it necessary to stockpile this pack; increased volume in sales of 37%, generally true for the industry, justifying larger inventories; heavy inventories of any good food, ought not to be cause for grave concern, in view of the international situation.

Cold Storage Men Re-Elect E. F. Swanberg

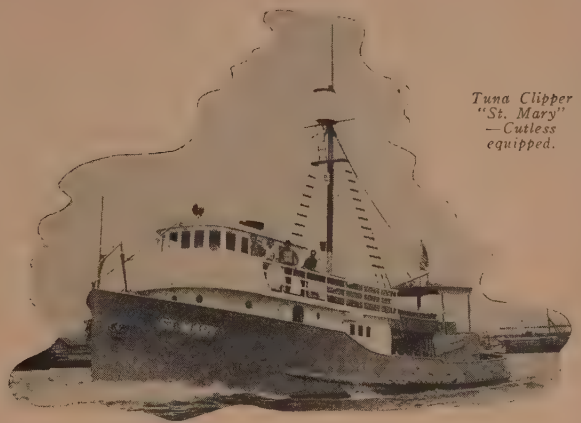
E. F. Swanberg, manager of the Diamond Ice & Storage Co., Seattle, was re-elected president of the Pacific Northwest Association of Cold Storage Warehousemen, at a meeting of the Association held in Seattle recently. The Pacific Northwest Association of Cold Storage Warehousemen embraces member warehouses in Washington, Oregon, Idaho, Montana and British Columbia.

San Francisco

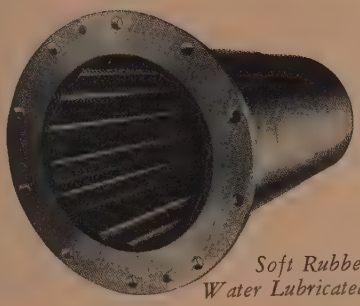
Openly quoted at presstime

SARDINES	
15-oz. tall, natural	$4.75-$5.00
15-oz. tall, t/s	$5.75-$6.00
15-oz. oval, t/s or m/s	$6.75-$7.00
5-oz. nat., 100	$5.65-$5.90
5-oz., t/s, 100	$6.15-$6.40
8-oz. buffet, 48, natural	$3.85
8-oz. buffet, 48, t/s	$4.25
8-oz. flat, 48, t/s	$5.40
MACKEREL	
15-oz., tall, natural, 48	$5.00-$5.25

OVER TEN YEARS and LITTLE WEAR



Tuna Clipper "St. Mary" —Cutless equipped.



Soft Rubber Water Lubricated

Louis Massa equipped his tuna clipper "St. Mary" with Cutless bearings in 1938. Over ten years later these same Cutless bearings are still in service and show negligible wear. Today Cutless bearings are made even better. They are made of Ameripol oil resisting rubber that increases the life of the bearing.

Factory stocks to 10" size available overnight by air.

LUCIAN Q. MOFFITT, Inc.

AKRON 8, OHIO
Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS
PROPELLER SHAFT

PFLUEGER *Hooks*

Sharp Points— Strong Steel

Ask for Pflueger Hooks and you save money with the finest fish hook construction known. Tough steel and dependable finish give you extra long service from every hook. Points are needle sharp—hooks hold their shape.

Ask your supplier

THE ENTERPRISE MFG. CO., AKRON, OHIO
Over 87 years making Fishing Tackle

PFLUEGER
(Pronounced "FLEW-GER")
A GREAT NAME IN TACKLE

MARINE HEAT EXCHANGERS

UNION tube and shell type heat exchangers continue to be available. Many sizes in stock, others assembled promptly.

General specifications for Model F3 UNION Heat Exchangers are:

Non ferrous construction—straight tubes 3/8" outside diameter tubes—20 BWG (.035) thick

Admiralty metal standard—Cupro nickel available

Zinc protectors—proven in world-wide service

Strictly competitive prices for top quality Service available 24 hours/day, 365 days/ year

The **UNION DIESEL ENGINE** *Company*
2121 DIESEL STREET
OAKLAND 6, CALIFORNIA
"Quality Products Since 1885"

Recently, when 32 steel and wood tuna clippers were in the yard of National Steel & Shipbuilding Corporation, San Diego, for overhaul and repairs, skippers and tuna personnel honored George A. Dew, center, vice president in charge of shipbuilding, with a luncheon aboard the *May Queen*. Left to right: Laurie Massa, *Conte Bianco*; Vido Zottolo, *Coronado*; Gilbert Qualin, *May Queen*; Carl Medina, *Mayflower*, now port captain, NS&S; George A. Dew; Joaquin O. Medina, *Mayflower*; Hap Holiday, California Tuna Canning Company; Joe Alioto, *Marilyn Rose*; Joe M. Nunez, *Katie Lou*. Looking through window, Fred Klicka, Fleet Movies Service. At extreme left, out of the photo, was Serefino "Fifi" Parmigiani, *Mary Lou*, who with Joe Alioto and Vido Zottolo were "cooks of the day" for lobster cuippino.

Dayville Worker Perishes

Ernie Cruz, long-time employe of Dayville Packing Co., was one of four who were frozen to death when an Alaska bush plane was forced down northwest of Cordova in January. The pilot went for help and was picked up alive, but the passengers all died in the plane.

Minor Extension Made In Columbia Season

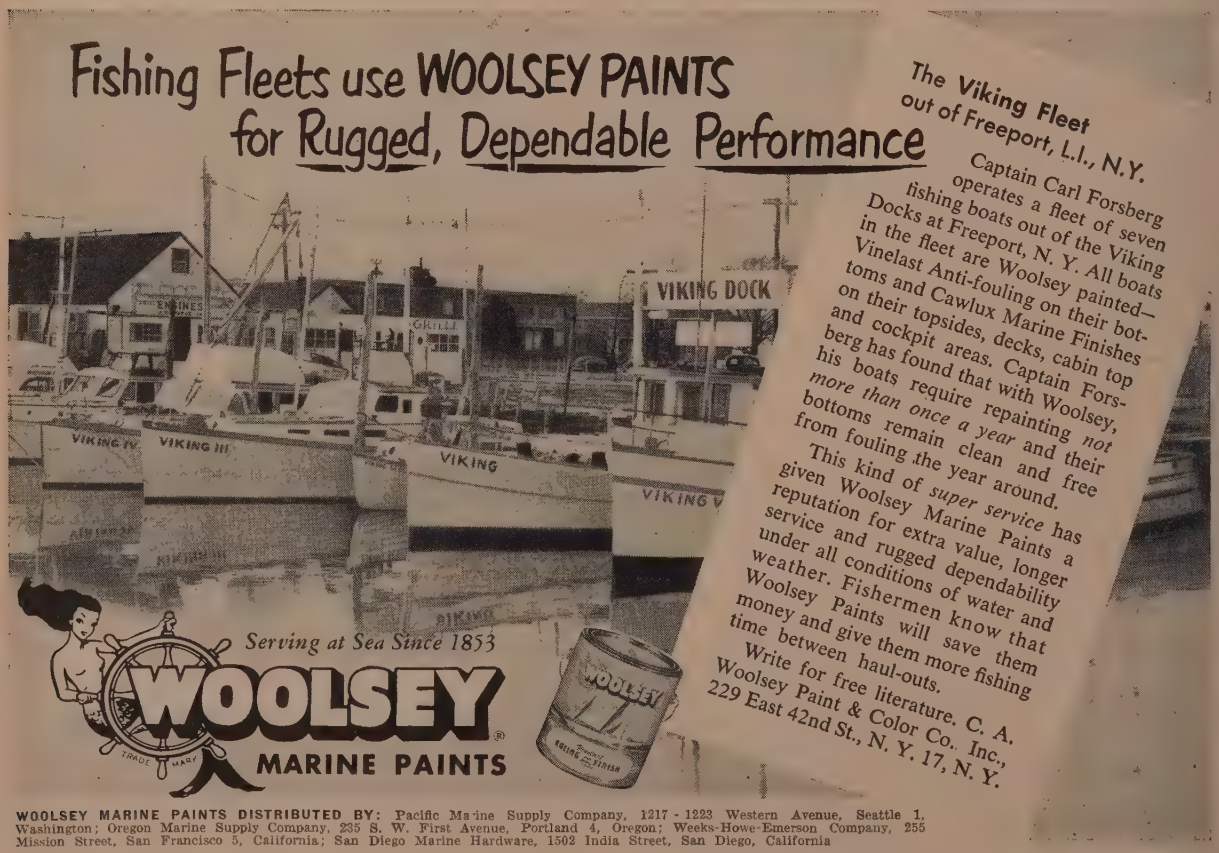
Columbia River salmon fishing season for 1951 will follow the same pattern as in the previous year, except that fishing will be permitted until 6 a.m., Aug. 26. This slight extension was granted at the request of the industry because the final night of the season fell in the weekly closed period and otherwise would be lost to fishing.

Decision on the seasons was reached at a meeting of the Oregon Fish Commission. It was attended by Director R. J. Schoettler of Washington, who has plenary powers, and who concurred in the action.

Mexico's Sauzel Harbor Is Being Protected

A new breakwater and boatyard is being constructed at Sauzel, Lower California, location of Mexico's largest fish cannery, owned by Pesquera del Pacifico, S. de R.L. The open roadstead in front of the sardine and mackerel cannery has long been a dangerous anchorage for the plant's fleet of seiners. The breakwater will, when completed, be 700′ long.

Inside the protected harbor the company, of which Francisco A. Morales, Jr., is general manager, is constructing a boatyard to be managed by the well known Joe Romero, designer and builder of a number of fishing vessels at San Diego, his last being the small clipper *Bond*. Pesquera del Pacifico plans to build and repair its own fishing vessels and abalone pongos.


Fishing Fleets use WOOLSEY PAINTS
for Rugged, Dependable Performance
The Viking Fleet
out of Freeport, L.I., N.Y.
Captain Carl Forsberg operates a fleet of seven fishing boats out of the Viking Docks at Freeport, N. Y. All boats in the fleet are Woolsey painted—Vinelast Anti-fouling on their bottoms and Cawlux Marine Finishes on their topsides, decks, cabin top and cockpit areas. Captain Forsberg has found that with Woolsey, his boats require repainting *not more than once a year* and their bottoms remain clean and free from fouling the year around.
This kind of *super service* has given Woolsey Marine Paints a reputation for extra value, longer service and rugged dependability under all conditions of water and weather. Fishermen know that Woolsey Paints will save them money and give them more fishing time between haul-outs.
Write for free literature. C. A. Woolsey Paint & Color Co., Inc., 229 East 42nd St., N. Y. 17, N. Y.
VIKING DOCK
VIKING IV
VIKING III
VIKING
VIKING V
Serving at Sea Since 1853
WOOLSEY
MARINE PAINTS
TRADE MARK

WOOLSEY MARINE PAINTS DISTRIBUTED BY: Pacific Marine Supply Company, 1217 - 1223 Western Avenue, Seattle 1, Washington; Oregon Marine Supply Company, 235 S. W. First Avenue, Portland 4, Oregon; Weeks-Howe-Emerson Company, 255 Mission Street, San Francisco 5, California; San Diego Marine Hardware, 1502 India Street, San Diego, California

Anglo-B.C. Packing Co. Marks 60th Year

Sixty years ago, a young Scottish engineer who had helped build the Canadian Pacific Railway through the Rockies and was now settled in the youthful city of Vancouver as an importer, was looking for freight to fill the hold of the sailing ship *Titania*.

The engineer's name was H. O. Bell-Irving, and with his partners he had chartered the ship to bring a cargo of general merchandise to British Columbia. Someone suggested that he load the ship with salmon. He accepted this advice, and thereby entered the fish business for a lifetime.

Mr. Bell-Irving founded Anglo-British Columbia Packing Co., and it is doubtful whether any other family companies in the fishing industry on this coast have been continuously in operation any longer than this pioneer Vancouver enterprise, now headed by Colonel Richard Bell-Irving, a son of the founder.

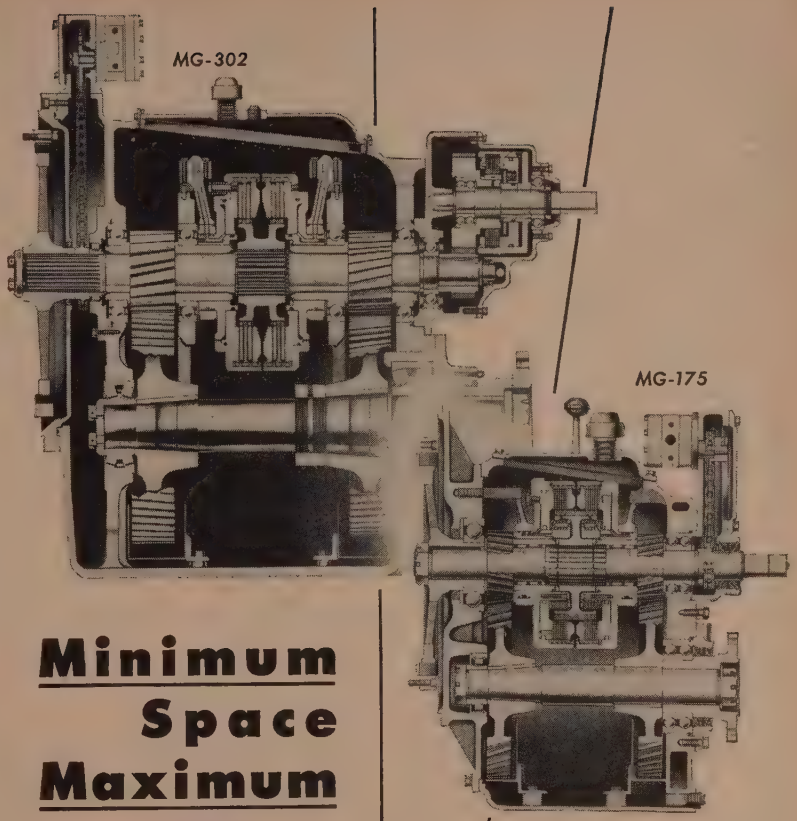
Rise of the company was swift; it grew with the profitable Sockeye salmon industry of the Fraser River. The company obtained options for the purchase of nine operating companies, seven on the Fraser and two on the Skeena, when it was barely a year old. The canneries were acquired for $330,000, and Anglo-British Columbia Packing Company soon became the world's producer of Sockeye salmon.

In the succeeding years the company has maintained a strong position in the industry, and has been notable for its consistent operating and administrative policies. The company's salmon canning activities last year were concentrated in the Fraser and Skeena.

John Crivello Lost With 5 Other Trollers

The many friends of John Crivello, 55, retired San Francisco fisherman, were grieved to learn of his death last month. Mr. Crivello, who took sports fishing parties out on his boat *Joane*, was drowned with five members of the Tyee Club off the Golden Gate, when the *Joane* was capsized by a wave as they were tagging salmon.

Anthony "Tony" Madruga, assistant to General Manager **Harold F. Cary** of the American Tunaboat association, was named last month Red Cross representative for the entire San Diego tuna fleet, during the annual fund-raising drive. With 175 clippers in port, Madruga had a busy time getting around.



Minimum Space Maximum Duty

New MG-175—MG-302 MARINE GEARS

Compact . . . ONLY 20 INCHES *over-all length. (MG-175)*

Duplex clutches, HYDRAULICALLY *actuated, with finger-tip control, positive neutral and 100% reverse.*

Helical gears, with teeth carburized, hardened and ground.

Anti-friction bearings THROUGHOUT.

● These are only a few of the improvements you can note in the above cutaway of the *new* Twin Disc MG-175 Marine Reverse and Reduction Gear, designed for engines producing from 115 hp at 1200 rpm to 185 hp at 2100 rpm continuous duty rating.

And there are plenty more. For example, this gear is equipped with a rubber block drive so that power is transmitted through "rubber-in-compression" to cushion the power . . . and to withstand reasonable axial and eccentric misalignment.

All of the same design features are included in the *new* Twin Disc MG-302 designed for engines producing from 150 hp at 600 rpm to 275 hp at 1500 rpm. For marine gears which take up *minimum space* and assure *maximum duty,* write for complete information today. Ask for Bulletin M-161.

TWIN DISC
CLUTCHES AND HYDRAULIC DRIVES
REG. U.S. PAT. OFF.

Clutches & Hydraulic Drives

TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

For any marine purpose . . .

CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buys!

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!

Capt. Brower

"Chris-Craft Marine Engines are tops!" writes L. W. Brower, charter fishing boat captain of Dania, Fla. "I cruised my old 31-footer, with a Chris-Craft engine, around the Great Lakes for 7 years without any motor trouble. My present fishing boat, Push-Wave II, is also powered by a Chris-Craft Marine Engine. I used it in Detroit waters for 5 years and in salt water for over 1800 hours before even removing the head, cleaning carbon and resetting valves. The engine performs like new! That's why I say they're tops!"

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

Chris-Craft

MARINE ENGINE DIVISION
CHRIS-CRAFT CORPORATION, ALGONAC, MICH.
WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

TOWER'S "FISH BRAND" NEOPRENE

There's never been a waterproof built that affords the protection that the new **TOWER'S FISH BRAND NEOPRENE** garments give fishermen. In addition to meeting the exacting needs of commercial fishermen for solid comfort, freedom of movement and durability, **TOWER'S NEOPRENE** gives fishermen who also require special protection from oils, greases and ordinary acids that extra resistance and service.

In addition to regular **FISH BRAND** oiled and Arrow Brand rubber jackets, pants, three quarter coats, hats, aprons and sleeves all good dealers carry the **TOWER'S NEOPRENE** coated garments or can get them for you.

FREE FOLDER SHOWING ALL STYLES ON REQUEST.
ADDRESS DEPARTMENT PF.

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24 SIMMONS ST. BOSTON, MASS.

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With the flip of a switch...

you're in touch with the beach, your home or office...with other ships...that's ship telephone service. Get regular weather reports, storm warnings. Enjoy the extra freedom that means more work done—or just plain fun.

Keep in touch . . . use Ship Telephone Service

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Learn more about ship telephone service. Call or write a Pacific Telephone Business Office in the nearest principal port city and get this booklet free.

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Sager Appointed to B.C. Salmon Canners Comm.

Arthur H. Sager, a graduate of the University of British Columbia, who served with the Royal Canadian Air Force in the war, has been appointed as executive assistant to the Salmon Canners Operating Committee of British Columbia, of which Sydney Rosenberg, president of the Canadian Fishing Co., is chairman.

Prior to his appointment, Mr. Sager was private secretary to Canada's Fisheries Minister R. W. Mayhew, with whom he recently completed a world tour.

First major job of Mr. Sager will be to interpret the fishing industry's attitude respecting proposed power development in British Columbia. He was one of the industry's spokesmen at a recent Fish and Power Conference in Victoria.

"Maple Leaf C" Catch Was for One Set Only

There was a typographical error in the Murphy diesel advertisement appearing in the March issue of this journal. It was stated there that the Canadian seiner *Maple Leaf C* had set an all-time record for a herring catch "for one season." The text should have read "for one set."

The advertisement referred to the recent catch of 1,260 tons made by this Murphy-powered vessel in a single set of her seine during the 1950-51 season.

B.C. Packers Build Big Plant at Rupert

B.C. Packers, Ltd., which has been active for many years in the herring canning and reduction industry in the central and southern sections of British Columbia, has announced a major development in this field in the north. Construction of a modern herring reduction plant at Prince Rupert at a cost of about $200,000 will soon be under way, and completion by late summer is planned.

Paulson Construction Co., headed by Ed Paulson, has the contract. Choice of equipment has not yet been decided.

Capacity of the plant will be 15 to 20 tons an hour, according to D. W. Souter, recently appointed manager of the company's northern operations, and about 50 workers will be employed in three shifts during the herring season.

This development is in line with B.C. Packers' overall policy of integration and its decision to expand in the north following its acquisition of the Canadian Fish & Cold Storage Co.'s big plant several years ago.

Two other factors are the facilities at Prince Rupert for shipping the product of the processing plants direct east by Canadian National Railways, and the importance of the northern catches of herring in recent seasons. Actual catch this season in the northern area has been greater so far than in either the central area or District No. 3, which includes the coasts of Vancouver Island.

Existence of the company's plant at Prince Rupert—the only adjacent one is Nelson Bros. Fisheries' at Port Edward—will eliminate the necessity of its fleet delivering to Namu or Steveston, where the company's herring operations have been principally concentrated in recent years.

Most of the B.C. Packers boats will unload their central and northern catches at Prince Rupert under the new setup.

Joint Crab Venture

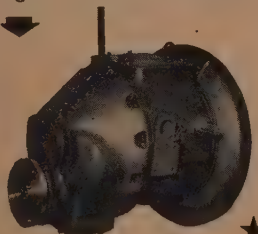
Consolidated Fisheries Inc., and A. LaRocca & Sons, San Francisco wholesale fish houses have a joint crab picking venture at Bodega Bay, where they are using Consolidated's plant.

In charge is Rayford "Ole" Peterson, well known drag boat skipper.

PREFERRED for PERFORMANCE

THE SNOW-NABSTEDT GEAR CORP. REVERSE & REDUCTION S-N GEARS HAMDEN, CONN., U.S.A.

LONGER CLUTCH LIFE — Series #3745 to #3766. Clutches are spring-loaded, double cone non-metallic lined, and operate in oil, transmitting 100% engine speed. Detachable herringbone reduction gears with ratios up to 4.4:1. Either right or left-hand rotation.



SIMPLIFIES CONTROLS — #3757 Hydraulic Gear for fingertip control. Normal capacity 190 h.p. at 1800 rpm. The clutches are self-adjusting in forward and reverse. Oil system is independent from engine. The herringbone reduction gears provide ratios up to 4.4:1, with left or right-hand rotation.

TRANSMITS FULL POWER — #3786 air-operated Reverse Gear for push button control from one or more stations. This gear transmits full power through the cone type clutch, and operates with splash or pressure lubrication from the engine. Reduction ratios are from 1:1 to 3:1.

MINIMIZES SPACE NEEDS — #3706 for high-speed air-cooled and water-cooled engines from 4 to 15 h.p. This gear has a wet type, disc clutch. Helical type reduction gear is optional. Gearing is straddle-mounted on ball bearings.

★ GEARS 4 TO 1000 H.P. ★

THE SNOW-NABSTEDT GEAR CORP.

P.O. BOX 1753, NEW HAVEN, CONNECTICUT, U.S.A.

SNOW-NABSTEDT GEAR CORP.
P. O. Box 1753 New Haven, Conn.
Kindly send literature on:
☐ 3786 ☐ 3757
☐ 3745 ☐ 3706
as advertised in "PACIFIC FISHERMAN"
NAME ..... TITLE .....
COMPANY .....
ADDRESS .....
CITY ..... STATE .....

SAN JUAN BRAND

TRADE MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

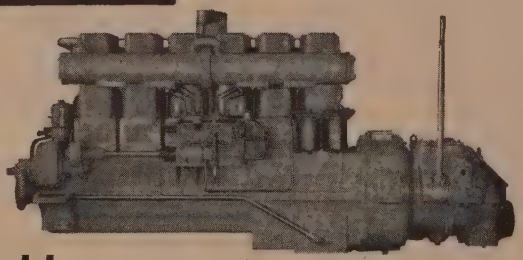
San Juan Fishing & Packing Co.

Foot of Stacy St. SEATTLE 4, U. S. A.

LATHROP

D-100 DIESEL

100 HP. at 1000 R.P.M.



Here is a 6-cylinder, 4-cycle, medium speed engine designed for continuous duty. Weight: 4100 lbs. Bore: 5½". Stroke: 7". Displ. 998 cu. in. Available with this newly designed engine are: late-type reverse and reduction gears (ratios 1:1, 1.5:1, 1.75:1, 2:1, 2.5:1, 3:1), 24 or 32 volt generator, power take-off and auxiliary V belt drive. Write for Folder.

19 Models • 20 to 200 HP. Gasoline & Diesel Representatives at Key Ports

THE Lathrop ENGINE CO. MYSTIC, CONNECTICUT

SINCE 1892 MANUFACTURERS OF RELIABLE MARINE ENGINES

Quality Prices FROM Quality Markets

Let the worlds fastest growing brokerage house make bigger profits for you.

We specialize in all types of frozen food sales with special emphasis on Fish and Frozen seafood. Our central location with close contacts throughout this Country, Canada, Mexico, Australia, South Africa and other foreign countries assures quick, profitable handling of your catch.

"Whether you buy or sell we will serve you well"

Write, wire or call us today for full details!

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BOSTON, MASS. 14 Commonwealth Pier · KILMARNOCK, VA. · LOS ANGELES, CALIF. 341 S. Central Ave. · NEW YORK CITY 234 Front St.

F. E. Booth Buys Golden State Plant

The Golden State Packing Corp., Long Beach, has filed notice of sale of its buildings, equipment and machinery to F. E. Booth Co. Inc., San Francisco.

A. H. Mendonca, president of F. E. Booth Co., Inc., told PACIFIC FISHERMAN that the matter is in escrow at the moment and if no unforeseen contingencies develop the F. E. Booth Co. Inc., will acquire and operate the property on March 15 as a sardine and mackerel cannery.

The cannery has an oval, a tall, and a mackerel line, using American Can Co. closing machines. There is a completely equipped fish reduction plant of 12 tons capacity in connection with the cannery.

Monterey Boat Owners Re-elect Frank Cardinale

Frank Cardinale, president of the Monterey Purse Seine Association, was re-elected at the annual meeting of the boat owner's group, it was announced by Horace Mercurio, manager of the association.

Directors Pete Maiorana, and John Russo, who have served since 1947 as directors, declined to accept nominations this year, and stepped aside for the election of Joe Giamona and E. G. Aiello.

Sal Colletto was re-elected vice president, Howard Balbo, secretary, and John G. Spadaro, treasurer.

Re-elected directors were Sam Lonero and Joseph A. Ferrante.

The group also passed resolutions:

Opposing the closing of Monterey Bay to commercial fishing as projected by a Santa Cruz sports group.

Favored the opening of a 2-mile strip now closed to commercial fishing at the San Luis Obispo county line.

Favored leaving the sardine season this year open from Aug. 1 to Jan. 15 as it is at present in northern California.

Rebuilt "Pacific Pearl" Joins San Pedro Seiners

Pacific Pearl is a new addition to Southern California's purse seine fleet, working out of San Pedro. She is the 82′ *Juanita,* beached in a storm last year at Monterey, rebuilt by the owner, Antone Cosulich, San Francisco, and now chartered to Charlie Buchan, Jr., whose father is Van Camp's purse seine manager at Terminal Island.

Arriving at Fish Harbor in February she was dry-docked at Harbor Boat Building Company. The seiner has for propulsion a 500-hp. General Motors diesel; for auxiliary a 50-hp. Atlas; Fairbanks-Morse generator and pumps; "Fathometer" by Submarine Signal, and a 100-watt radiotelephone.

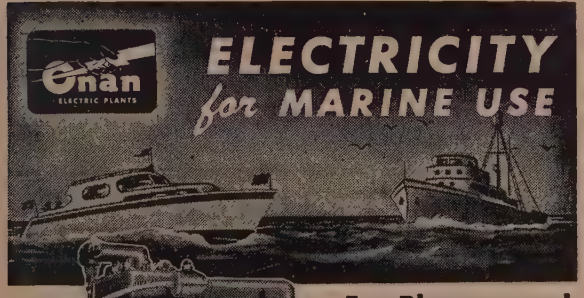
Continental Can Opens New Terminal I. Plant

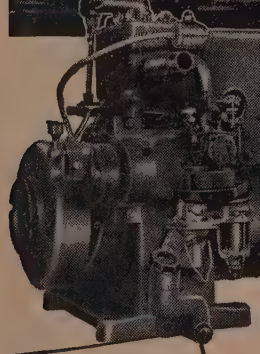
The Continental Can Company's huge new plant at Terminal Island was scheduled to get into production about April 1, according to an announcement in mid-March by Manager Fred Voellger. Construction of the $950,000 plant was virtually complete at that time, although installation of machinery will continue for several months. Mr. Voellger came to Southern California from a managerial position with Continental Can at Sacramento.

Opening operations will see the plant producing only five per cent of capacity, but the output will be increased month by month until all assembly lines are at full capacity in August or September. About 40 employees will be used at the start of operations.

Onan
ELECTRIC PLANTS

ELECTRICITY for MARINE USE





For Pleasure and Commercial Craft

Onan Marine Electric Plants meet the increasing demand for electricity aboard—supplying power for lights, ship-to-shore radio, blowers, bilge-pumps and other uses.

Specially designed for marine use . . . completely Onan-built, single unit construction, compact and dependable.

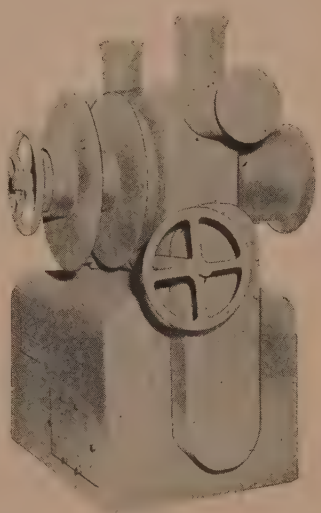
ALTERNATING-CURRENT MODELS—350 to 3000 watts, 115 and 230 volts.
DIRECT-CURRENT, BATTERY-CHARGING MODELS—400 to 3500 watts; 6, 12, 24, 32 volts.
DIRECT-CURRENT, DIRECT-SERVICE MODELS—600 to 3500 watts, 115 volts.
DUAL PURPOSE, A. C.-D. C. MODELS—3000 watts total capacity; up to maximum of 750 watts, 32 volt D. C.; balance 115 volt A. C.
Also 350 to 35,000 watt capacities A.C. and D.C. for homes, factories, stand-by use.
Write for Detailed Literature

ONAN FEATURES:
Bronze, gear-driven water pump.
Stainless steel pump shaft.
Thermostatic temperature control.
Conservatively rated.
Constant voltage.
Remote or automatic electric starting.
Water or air-cooled models.

Distributors
FREMONT ELECTRIC CO.
744 N. 34th St. EV. 2323, Main Store
132 Spokane St. SE. 7984, S. End Store
Seattle, Wash.

NORTHERN CARGO HOIST

Sturdy
Light Weight
Compact
LOW IN PRICE
A.C. or D.C.
10 hp.

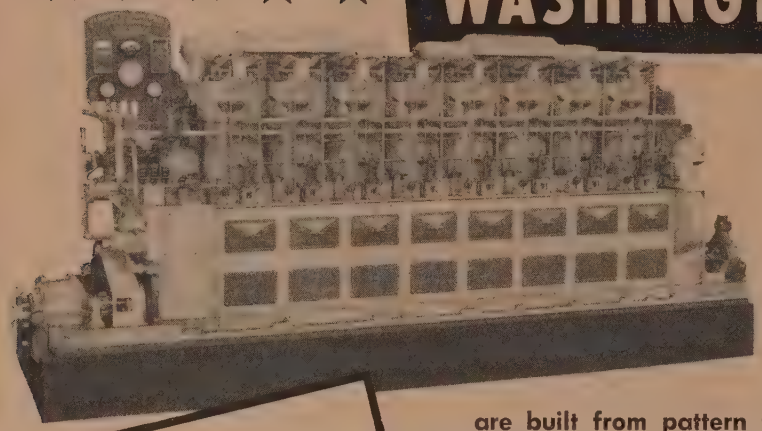


The Answer to Fishing and *Commercial Boat Operators* who need a low-priced, heavy-duty 100% Foolproof Cargo Hoist.

220-440 Volt A.C. or 115-230 Volt D.C. 10 hp. Motor—Bronze and Roller Bearings—100% Galvanized Welded and Cast Steel Construction—Chain, Worm gear and Bearings bath oiled—Bronze Bushings pressure greased—Portable Operating Station on 20 ft. cord standard equipment.

TACOMA BOATBUILDING CO., INC.
DESIGNERS • BUILDERS
Wood and Steel Construction
Manufacturers and Designers of the "NORTHERN LINE" Auxiliary and Deck Equipment
2142 East D Street Main 8138 Tacoma, Washington
ARNE STROM—HALDOR DAHL

★ ★ ★ ★ ★ **WASHINGTON DIESEL**



PROVEN DEPENDABILITY plus the assurance of responsibility on the part of the manufacturer have led fishing vessel owners to choose Washington diesels again and again for over 29 years.

Range of models from three to eight cylinders, 90 to 1000 horsepower, 277 to 450 rpm.

Washington diesel engines are built from pattern to final inspection in one big eight acre plant, with completely integrated facilities. Each installation is further safeguarded by expert engineering counsel, efficient service and parts availability for years to come.

WASHINGTON IRON WORKS

THE FIRST WASHINGTON DIESEL EVER BUILT IS STILL IN COMMERCIAL OPERATION

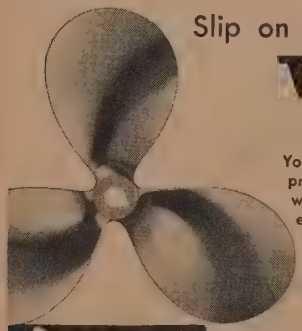
WASHINGTON IRON WORKS

1500 6TH AVENUE SOUTH *Since - 1882* SEATTLE 4, WASHINGTON

FOR AN ENGINE THAT

WITH **CONTENTMENT...**

Slip on a **FEDERAL TRU-PITCH** PROPELLER



You'll be amazed at the way these precisely built, perfectly balanced wheels reduce vibration, increase engine effectiveness and lower fuel bills. Moreover, they are cast from extra-heavy patterns, of tougher more corrosion-resistant metal, which means they'll last far longer than ordinary wheels. It will pay you to try one.

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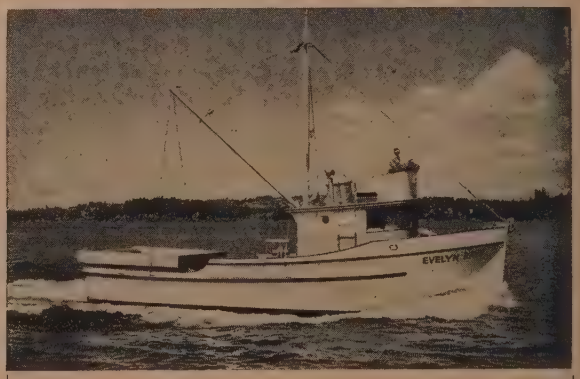

New Type, 45' ALASKA SEINER

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A rounded stern makes this 45x14-ft. seiner a better sea boat, yet retains the essential advantages of a transom stern . . . good carrying capacity and speed. Powered by D-318 Caterpillar Diesel. Optional is Chrysler Royal with 3½ to 1 reduction gear. Order now for early delivery!

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GRANDY BOAT CO.

2538 Westlake No., Seattle 9, Washington

Ketchikan Bait Taken From "Front Yard"

Ketchikan's bait herring fleet had an easy time getting enough for Ketchikan's two cold storages "front yards." More than 12,000 barrels of the bait fish was taken in the harbor, with many of the sets being made within a few hundred feet of the cold storages.

Herring were more abundant in Tongass Narrows than they have been for decades, according to old-time fishermen. After the seiners had taken enough for the local cold storages, they made hauls for the Wrangell and Petersburg cold storages. Ole Peterson's *Alameda* made several trips to Petersburg with herring and the *A.R.B. 10* packed herring to Wrangell.

Even after the more than 12,000 barrels were taken off Ketchikan's waterfront, there still appeared to be more of the bait fish than when seining first started a few weeks previous.

Walter V. Bourke, Seattle fresh and frozen bait dealer, is shown here examining some of the herring he secured at Ketchikan. Bourke looked over a small shipment made to Whiz Fish Products in Seattle from Ketchikan, hopped a plane for the Southeastern Alaska city and made arrangements for several tons of the bait fish to be cellophane wrapped for Puget sound sports fishermen, half a dozen fish to the package. Bourke said he had heard that the herring from the colder Alaskan waters were superior as bait to Puget sound herring. (Photos by Norman Wigutoff, U. S. Fish and Wildlife Service.)

"LASSCO" Fish Smoking Article Wins Acclaim

Jerry Coleman of Coleman-Jones Advertising, widely known Los Angeles advertising agency, conferred a valued compliment on PACIFIC FISHERMAN after reading our recent story on the Los Angeles Smoking & Curing Co. products and operations. He writes:

"I have just finished going over the February issue of PACIFIC FISHERMAN which contained the *LASSCO* story, and want to be among the first to congratulate you on what we believe to be one of the finest and most complete stories of its type we have ever had the pleasure of reading. Congratulations!"

Supreme Court Refuses To Review Trap Law

Last hope of fish trap operators on the Columbia River to keep their gear from extinction vanished at the end of February when the United States supreme court refused to review the constitutionality of the anti-trap, anti-seine law passed by the Oregon voters in 1949.

The law had twice been upheld by the Oregon supreme court.

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WITH DE LAVAL FISH OIL SEPARATORS

Better quality oil of lighter color and lower FFA content is produced with De Laval "Nozzle-Matic" Fish Oil Separators, for the separation takes place a few minutes after the fish are cooked and pressed. The long contact time of the oil with the meal and press water, common with the gravity settling system, is eliminated with the centrifugal system.

The De Laval "Nozzle-Matic" Separator will operate continuously for days at a time without the need for bowl cleaning. Like all De Laval disc type separators, it operates throughout its long run at constant efficiency, thus making possible a maximum recovery of oil.

• *Write for the new Fish Oil Bulletin FO-1, sent without charge.*

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RUFF-N-TUFF EUREKA SUIT
(left) of cold GR-S Rubber has 30" *Jacket*. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. *Overalls* with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT
(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. *Overalls* have waist-tie cords; bib front; webbing suspenders.

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EDWARD LIPSETT, Ltd., Vancouver, Victoria, Prince Rupert

Washington Fish Co. Rebuilding Burned Plant

Reconstruction of the Washington Fish Co. plant in Aberdeen was started Feb. 26, four weeks to a day after fire swept through the operating portion of the establishment.

Mair Rodrique and Tom Bensussen, proprietors, were proud of the fact that they maintained operations and filled their orders almost without interruption through the critical period. By cooking crabs in the G. P. Halferty & Co. clam cannery and opening oysters in the Whiz Fish Products Co. plant at Hoquiam, they were able to take care of their customers the day following the fire, and continuously thereafter.

The plant is being rebuilt with full facilities as they were before the fire, but with modernization in arrangement and equipment. The Washington Fish Co. operation is a well-rounded one, including a cannery with lines for halves and talls packing salmon, tuna, clams, crab and oysters; an oyster house; fresh fish department; freezer and cold storage.

Egg Transplanting Seeks New Sockeye Run

Rehabilitation of the Fraser River's Sockeye was furthered during the winter when the International Pacific Salmon Fisheries Commission staff directed the transplanting of 400,000 eyed Sockeye eggs to the gravel beds of Portage Creek from Adams River.

Portage Creek is the outflow channel between Anderson and Seton Lakes near Lillooet, B.C.

At one time a run of Sockeyes was produced by this stream, but these fish were destroyed prior to the construction of the Hell's Gate fishways in 1945. If a run can be re-established in this area which will be self-sustaining, a permanent increase in the August catch of the fisherman will result.

Pacific Operators Join N.F.I. By-Products Group

Several Pacific Coast fish reduction operators this spring became members of the National Fisheries Institute, By-Products Section. They included: French Sardine Co., Van Camp Sea Food Co., Pacific Processing Corporation, Terminal Island; American Processing Co., San Diego; Coast Fishing Co., California Marine Curing & Packing Co., and South Coast Fisheries, Inc.

Tom Bensussen, left, and Mair Rodrique, proprietors of the Washington Fish Co., Aberdeen, photographed in their office at Aberdeen four weeks to a day after the operational portion of their plant was destroyed by fire—and the very day that reconstruction was undertaken. Despite the disastrous fire, they maintained business without a material break, utilizing facilities of other plants available in the Grays Harbor area.

10 Engines Purchased For Gillnet Craft

John B. Breskovich of the Puget Sound Boat Building Co., Tacoma, recently purchased 10 Nordberg "Arrow" gasoline engines from Al-Pac Engine & Equipment Co., Seattle, distributors for Nordberg marine motors. The engines are equipped with 1.88 to 1 reduction gears and swing 17 by 16′ wheels.

The engines were delivered to Tacoma and will be installed in 10 new gillnet boats building for Mr. Breskovich's northern Alaska fishing operations.

Five G.M. Diesels Put Into Trollers

Akervick Bros. Machine Works have already installed five engines so far this spring. All are General Motors and Henry Akervick reports that his shop is busy with further installations.

"Bonita," Joe McAlpine, "Julie May," John Hansen, "Cecilia B," Hendry Beck, "Roma," Nels Knutsen and "May," Dick Cramer are the boats with the new power.

Richardson Visits North Pacific Distributors

John E. Richardson, Pacific Coast manager, The Linen Thread Co., is back at his San Francisco headquarters, after a visit to the Pacific Northwest, where he called on his company's distributors, the Pacific Marine Supply Co. in Washington, and the Oregon Marine Supply Co., in Oregon.

Sinclair Named Manager of J. H. Todd Co.

J. H. Todd & Sons., Ltd., Victoria, B.C., will operate its three salmon plants at Empire, Inverness and Klemtu during the coming summer, but is not planning substantial expansion, according to R. W. Sinclair, who was appointed manager and secretary, succeeding L. B. Bing, who has been in ill health for several months and has retired from the company.

The Todd organization will operate its fresh and frozen fish business as last year, which provided the first season for its independent activity in that field. Previously, the Todd company had worked in co-operation with Western Fishing Co., which it controls. In the operation field, however, the two companies function separately at Victoria and Vancouver.

Mr. Sinclair, serving his first year as a major executive in the British Columbia fishing industry, is a veteran of the Todd organization, having joined the company before 1913 as storekeeper at Inverness. He advanced through the ranks as bookkeeper, plant manager and then production manager for the whole company—a position to which he was appointed in 1942. His immediate superiors are President E. D. Todd and R. W. Phipps of the Royal Trust Co., Victoria.

C. H. McKinnell is manager for Todd at Inverness, Walter Rasmussen at Empire and C. O. Snell at Klemtu.

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Bay Pt. Oyster Farms Operating Cannery

Bay Point Oyster Farms, headed by R. H. Bailey, entered the oyster canning and shipping field this spring with operations centering in the Oysterville, Wash., plant of Northern Oyster Co. The structure was leased by Bay Point Oyster Farms from Northern Oyster Co., headed by Ted Holway.

Harvey Waters is superintendent in charge of Bay Point operations. Canning was started in January, but a heavy gale late in the month took out about 100 ft. of the dock supporting the elevating conveyor belt which carried the oysters from the float where the bateaux and dredges discharge into the plant.

Oyster supply at present is derived from the Northern company's planting, Bay Point buying the oysters on the beds.

Following reconstruction of the dock and conveyor, Mr. Waters installed some beautiful equipment all in stainless steel for oyster processing. As the oysters reach the plant they are run through a trommel washer and then discharged from the belt into a metal bin 60′ in length, from which they are drawn to shucking stations on either side. Forty shuckers can work at a time.

The company uses the blanching system of canning, and has developed a combined blancher and washer in which the oysters are washed and cleaned in hot brine by a sink-float system. Tumbled about in the hot brine, the oysters overflow to the second stage, while the heavier shell and sand particles sink.

This process is repeated in the second stage, from which the oysters are carried by a stainless steel mesh draining belt to the filling equipment. Hot brine from the blancher-washer is clarified and then recirculated. Cans for filling are positioned automatically under outlets in the inspection table, are filled and then moved to the closing machines mechanically.

Ouzinkie Packing Corp. Personnel Announced

Eric Bulmer in March announced personnel of the Ouzinkie Packing Corporation, which recently acquired the salmon cannery of the Grimes Packing Co. at Ouzinkie, near Kodiak.

Associated with him as principals are William Jones and Joseph Jones. Hender Toms is accountant and Arthur V. Young cannery foreman. Offices have been opened at 908 Lowman Building, Seattle 4, Wash.

John E. Richardson, Pacific Coast manager, The Linen Thread Co., Inc., San Francisco, center; and Howard A. Nibecker, Compania Exportadora Del Sur, S.A., Guadalajara, Mexico, watching an expert Mexican net-maker work up a shrimp trawl with netting manufactured by The Linen Thread Co., Inc., for whom Mr. Nibecker is distributor on the west coast of Mexico. Mr. Richardson and Mr. Nibecker recently made a trip to visit the Mazatlan and Guaymas branches of the latter's company.

S. E. Alaska Herring Quota 100,000 Bbls.

Prospect for Southeast Alaska herring operations this year were dealt a heavy blow the middle of March when the Alaska Fishery regulations were uttered with the area quota reduced to 100,000 bbls., against last year's limit of 150,000. Reason given was the low order of recent year classes in the Southeastern areas.

Other districts of Alaska currently are operating on a continuing quota basis.

Bioproducts Again Buys Dogfish in the Round

About the first of March Bioproducts, Ltd., Hammond, Oregon, resume buying trawled dogfish, according to Richard T. Carruthers, president. Draggers were offered a minimum price of $50 per ton, with payments above that up to $75 where the fish were largely mature, and where liver oil recoveries warranted. Mr. Carruthers reported at presstime that all deliveries to date had brought above the $50 floor.

Bioproducts wants round dogs only, and does the livering in its own plant. This feature encouraged draggers based on the Columbia to make day trips when weather favored, and some worthwhile trips were landed.

Barnaby to Portland

J. T. Barnaby, in charge of the Fish and Wildlife Service North Pacific biological investigations, in February established his headquarters in the Northwest Regional Headquarters of the F.A.W.S., after having maintained them in the Service's Seattle laboratory for a number of years. Mr. Barnaby has moved his home to Portland where his present office is located at the F.A.W.S. station on Swan Island.

With H. B. Holmes, aquatic biologist, and an engineering staff, he will conduct studies in fishery management biology in connection with the Columbia River dams.

Halibut Tagging In Icy Strait Waters

For the first time halibut tagging operations were carried on this spring in an area adjacent to Juneau. The halibuter *Janette* left Juneau in mid-February with International Fisheries Commission biologists aboard bound for Icy Straits. The *Janette* owned by Merle Rhodes of Juneau was under charter for a month or six weeks by the commission.

Dick Myhre and Euell Hodge of Seattle are the IFC biologists who will carry on the operations that will also take in Cross Sound and Chatham Straits.

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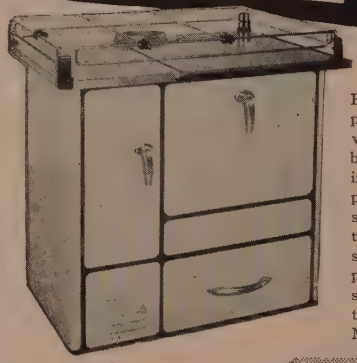

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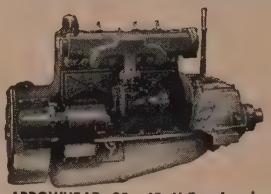

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LINES and LEADERS

Buda Diesel Sales and Service System Covers Coastal Centers

The Pacific Coast territory from the standpoint of coverage in the marine, automotive and industrial fields is now well blanketed by the Buda Company from Los Angeles northward to Vancouver, B.C. This new and enlarged coverage stems from new buildings and service facilities occupied by Buda factory owned branches and independent Buda dealers in major western cities.

Buda Engine & Equipment Company, Inc., has its Los Angeles distributing warehouses and offices at 2529 Chambers St. It covers 3,200 sq. ft. of under-roof space and has 10,000 sq. ft. of parking and yard.

Under the management of A. A. "Al" Anderson, with W. J. Evans as assistant manager, and W. H. Benduhn as marine representative, this branch is distributor for new Buda diesels, parts and other equipment for a territory covering all the southland, from the Mexican border to Fresno.

As distributors for sales and service in the Los Angeles-Long Beach harbors district, there is the Marine Pumps, Inc., division of Diesel Control Corporation, Wilmington, with showroom and service department on Terminal Island. At San Diego, Coast Equipment Company handles the Buda line.

In the northern California and northern Nevada areas Buda is served by the King-Knight Co., which dealer organization has just occupied new headquarters at San Francisco's Fishermen's Wharf, 366 Jefferson St. The location is very handy for marine work—right on the waterfront—and it is also convenient for truck operating customers of the company. Building is equipped with a shop completely equipped for service, installation and repair of Buda diesel engines.

Lyman S. King is president of the company; and Charlie Riding, former West Coast district representative for Buda, is head of the company's Buda engine sales division.

The industrial and automotive trade in the state of Oregon is covered by the factory owned branch, Buda Engine and Equipment Co., Inc., 2580 N.W. Upshur St., Portland. A. T. Jackson is manager; with Harlan McKay in charge of sales. The marine field in Oregon is covered by the T. B. Cook Engine Co., Foot of S.W. Gibbs St., Portland. Mr. Cook is dealer for all of Oregon and the southern counties of Washington. The plant has waterfront service and installation facilities.

In the state of Washington the sales and services of Buda diesel engines in the marine, industrial and automotive fields is handled by one source, the Buda Engine and Equipment Co., Inc., factory owned branch, at 3407 Airport Way, Seattle. C. C. Kirk is Seattle manager; with Ed Moore in charge of marine sales. Seattle salesmen who specialize in logging contacts are—R. W. Jeffs and W. J. McClure.

The Pacific Coast coverage of Buda is completed in Vancouver, B.C., where Simson-Maxwell, Ltd., 1931 W. Georgia St., are dealers for Buda diesel. Bob Maxwell is head of this dealership.

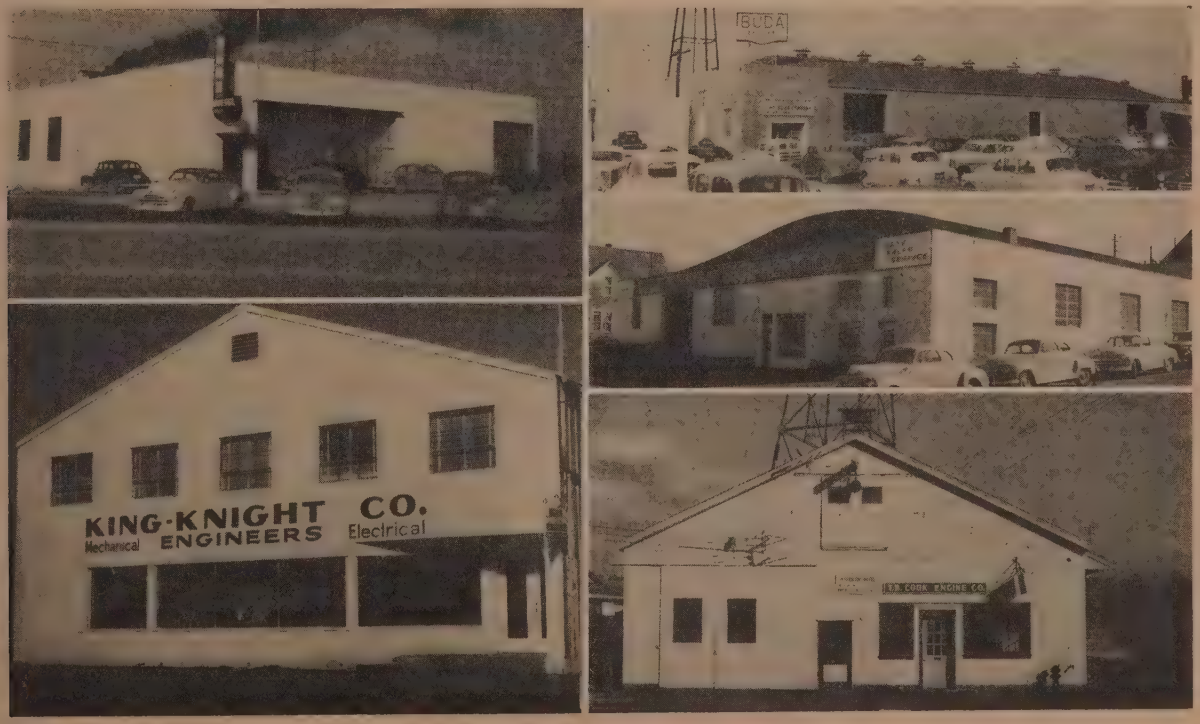
George Perkin, who was for 33 years office manager of the Columbia River Packers Association in Astoria, died in Seaside, Oregon, recently, at the age of 62. Perkin was born in Leeds, England, and came to Astoria in 1909, when he was employed by CRPA until his semi-retirement in 1946.

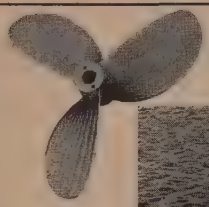
Fibreboard Advances Altick

B. P. Altick, formerly vice-president and general manager of Federal Container Co., Philadelphia, wholly owned subsidiary of Fibreboard Products Inc., and appointed assistant to Fibreboard President T. N. Bland in 1950, has been appointed vice-president of Fibreboard, it was announced last month.

During World War II, Mr. Altick was director of the containers division of the war production board, and he is widely experienced in the boxboard industry, having been active in the mills, converting plants, and sales departments of Fibreboard and one of its predecessor companies, for more than 25 years.

Buda diesel engine sales headquarters on the Pacific Coast. Upper left, the Seattle factory branch, 3407 Airport Way, C. C. Kirk, manager. Upper right is the Buda Engine & Equipment Co., Los Angeles, managed by A. A. Anderson. Buda's San Francisco dealer, King-Knight Co., Lyman King, president, is shown in the lower left. Charlie Riding heads the Buda engine sales division. Middle right is the Portland factory branch, managed by A. T. Jackson, and below it is the T. B. Cook Engine Co., Portland, marine dealer for Buda in Oregon and the southern counties of Washington.





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J. R. Ragsdale Handles Nordby's Fishing Department

John R. "Rags" Ragsdale has been appointed manager of the Cannery and Commercial Fishing Departments of the Nordby Supply Company according to Lynn Miller, general manager.

Mr. Ragsdale has been in the marine supply and ship chandlery business for a long time and is well known to fisherman and cannery operator alike.

As his principal assistant he will have W. D. "Dick" Hergert who has been calling on the shipyards, canneries and fishermen for some time.

The appointment is effective March 1st according to the announcement from the Nordby Supply Company. "Ragsdale's long experience in the business will provide for close contact with the problems of fishermen and cannerymen" says Miller.

Caterpillar Advances Ferguson

J. E. Ferguson, assistant western division parts manager for Caterpillar Tractor Co. since December, 1949 has been promoted to western division parts manager with headquarters at San Leandro, California, it is announced by M. T. Deames, general parts manager for the company.

W. L. Anderson, formerly eastern division assistant parts manager, has succeeded Ferguson as assistant parts manager in the western division.

Merchants Refrigerating Builds Giant Twin City Plant

Merchants Refrigerating Company, for years one of the nation's most progressive operators of refrigerated warehouses, has purchased a 16-acre tract of land located in Hopkins, Minnesota (Twin Cities Area), on which will be erected one of the most modern public refrigerated warehouses in the country. Ground has been broken and construction started.

The new warehouse will have approximately one and three quarters million cubic feet of refrigerated space. It will be of one-floor design, with wide rail and truck loading platforms, palletized handling equipment, blast freezers, sub-zero temperatures, controlled humidities and customer-tenant space. Other facilities and services will be announced later.

Arthur N. Otis, president of Merchants Refrigerating Company, stated the design of the warehouse is the result of many years of operating experience, together with the latest scientific data from the Refrigeration Research Foundation, and other sources.

The new warehouse is expected to be completed and in operation by next fall.

Enterprise Engine & Machinery Co. annual sales meeting is pictured here as members of the national sales organization joined the home office personnel in January for a 3-day session. Those participating included: (seated, left to right) J. E. Watson, general sales manager; W. E. Clayton, Jr., secretary; J. W. Coombs, member of the Board of Directors; W. E. Butts, president; P. I. Birchard, vice-president and general manager; H. T. Anderson, district manager, New York; G. B. Wright, representative, Chicago; G. C. Rasey, sales manager, engine division;

(Second Row) P. B. Erwin, district manager, Los Angeles; L. J. Robbins, district manager, St. Louis; W. H. Porter, district manager, Seattle; T. S. White, technical engineer; H. G. Bahr, manager, service department; J. M. Maag, representative, Kansas City; K. F. Cramer, representative, Kansas City; D. S. Briese, advertising manager; H. J. Dauphinee, export sales; H. F. Neuman, stationary sales;

(Back Row) G. J. Brusher, marine sales, H. H. Goodwin, sales engineer, New York; P. K. Wabnig, district manager, New Orleans; W. E. Bishop, representative, Washington, D.C.; J. E. Barthmaier, district manager, Boston; M. T. Prendergast, manager, parts department; W. Malone, sales engineer, Chicago; H. L. Hansen, chief service engineer; T. S. Pennbaker, district manager, Fort Worth; J. H. Sheusner, chief engineer.

Fibreboard's Salmon Case Capacity is Increasing

Capacity of its Sumner, Wash., plant to introduce salmon cases is being sharply increased this year under one of the important segments of Fibreboard Products' $5,000,000 improvement program for 1951.

Heading the list of improvement operations in Fibreboard plants will be the corporation's Antioch Division where something over two million dollars will be spent on new structures and equipment modernization.

Well over half-a-million dollars is being spent on plant additions and modernization in the Sumner Division. A new building is being erected to house additional corrugating equipment including stitching, taping, slotting and printing machinery to increase output an estimated 300%. Complete modernization of the mill stock refining equipment is also in progress at Sumner.

In the corporation's Port Angeles, Washington, Division, new stock preparation equipment and modernization are in progress amounting to a quarter of a million dollars. This includes an additional pulp machine which will result in increasing output to 3600 tons per year.

International Paint's New Plant Draws Manager

J. R. McClernon, manager, yacht and industrial department, International Paint Co., New York, was a Pacific Coast visitor last month. In company with Chet Owen, Pacific Coast representative of the yacht and industrial division, McClernon made a swing up the Coast visiting the trade.

McClernon reported that from a business standpoint, the New York Boat Show was the finest ever, and that from the angle of enthusiasm of dealers and the general public visiting both shows, the same was true of the Chicago Boat Show. He said that it was his opinion that 1951 will be a fine boat year.

This is McClernon's first visit to the Coast since International's new factory was established in South San Francisco; and he was greatly interested in an inspection of that modern new plant.

This is the American Can Company's newest California plant, to cost several million dollars and to have a capacity for 350,000,000 metal containers a year, on which construction has been started at Stockton. The Stockton plant will be similar in design to other new can company factories in the United States, including one now under construction near the Terminal Island area in Southern California. Containing approximately 275,000 square feet of floor space, the Stockton plant will incorporate the latest developments in industrial design to serve its primary function as a manufacturing unit, as well as to provide for the most pleasant working conditions for plant personnel.

Capt. Esmael Virissimo of the San Diego clipper **Heroic** has been named president of the SES Society, which annually conducts the Espirito Santo fiesta of the Portuguese-American tuna colony at Point Loma. The festival will be held this year on May 13, earliest it has ever been held. **Heroic** will be the host clipper.

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Search for a suitable raw material preservative by Washington Laboratories, Inc., of Seattle for use in their vitamin oil business was started in 1943, when Mr. George W. Burchard, president, authorized research that since has developed "Fran-Kem." Methods of preservation and application has been perfected under actual usage since 1945.

"Fran-Kem's" first usage was for fish, where field usages produced exceptional results as a non-toxic preservative to supplement the icing of fresh fish.

The ingredients are reported to meet requirements of the federal Food and Drug Administration.

The exclusive distributor for "Fran-Kem" in the United States is Fran-Kem, Inc., Chicago. On the Pacific Coast, the product is distributed in Washington, Oregon and Alaska by Fran-Kem Distributors, 403 East Pike St., Seattle; and in California, Arizona and the West Coast of Mexico by Frank Pendergast, 202 West Granada Court, Ontario, Calif.

"Fran-Kem" as early as 1945 was used experimentally in the halibut fishery, where it was reported as preserving fish caught 16 days before delivery and grading out No. 1. The skipper of this vessel reported, "On account of the lack of spoilage and the consequent lack of heat from bacterial action this ice lasts longer than ordinary ice."

"Fran-Kem" when used on oysters, clams, crabs, salmon, halibut, bottom fish or tuna, either in the ice aboard the fishing vessel, in brine tanks, or in transportation, as an additive in the glaze for frozen fish is said to produce great savings through permitting longer trips without degrade in quality of the catch.

Feb. 12, 1951, the trawler **Dakota,** owned and skippered by Capt. A. G. "Chet" Westman arrived in Bellingham from Alaska fishing banks 14 days after departure. The **Dakota** had 6 tons of "Fran-Kem" ice in her hold. On the first day of fishing she lost her net, and as she headed for Ketchikan for repairs her fare was iced down with "Fran-Kem" ice. Upon delivery in Bellingham 10 days later this fish all graded out No. 1, and both the skipper and Myer Bornstein, the buyer, stated they had never seen better fish, regardless of how long it had been caught. Capt. Westman said, "It was a short trip as far as catch was concerned. Trouble we really had, but we saved every pound of fish. We did not use all the 'Fran-Kem' ice. The hold is sweet and fresh, and the ice in perfect condition. 'Fran-Kem' can certainly improve the quality of fish I deliver by keeping it just as it comes from the ocean."

A new Baker compressor for the clipper's galley box and ship's stores was installed in the **Belle of Portugal** at National Steel & Shipbuilding Corporation yard last month.

Nicholas B. Bobrick, known for a quarter of a century to his many friends in Southern California's commercial fishing fleets as "Nick," recently joined The Cooper-Bessemer Corporation as marine sales representative along the west coast, with territory extending from San Diego to Monterey, according to Phil W. Metling, C-B manager for Southern California. Nick is one of the most experienced sales engineers for propulsion and auxiliary engines on the Pacific Coast and is also thoroughly grounded in all types of marine equipment used in the fishing and workboat fields.

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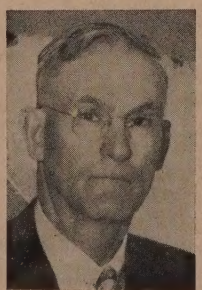

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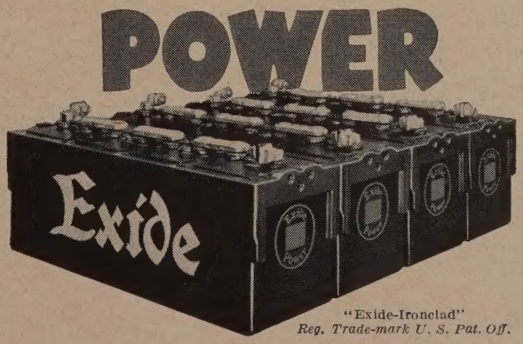

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